



Kildare Town Transport Strategy

Stakeholder & Public Consultation No. 2

Submissions Report



Kildare County Council

Department of Roads, Transportation and Public Safety

February 2022



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1.0 Introduction

The Kildare Town Transport Strategy has been prepared to aid in informing the future development of transport infrastructure throughout the Kildare Town area. The Transport Strategy is intended to address current issues and anticipate future problems in the transport network. The provision of high-quality transport infrastructure is an essential component of urban regions and the delivery of sustainable development. Transport infrastructure provides the critical link between homes and activities such as work, school, college, leisure, shopping, healthcare and socialising.

The Kildare Town Transport Strategy outlines recommendations for the full range of transport components throughout the Kildare Town Study Area, including:

- Public transport;
- Permeability (walking);
- Cycling;
- Road schemes; and
- Parking.

This submissions report provides details on the submissions received from both the public and stakeholders on the Draft Kildare Town Transport Strategy. The report outlines the following information:

- The purpose of the Kildare Town Transport Strategy (Section 2);
- Details of the consultation process and an overview of the responses (Section 3);
- Explanatory Note in relation to consultation submissions (Section 4);
- Details of the Stakeholder submissions received and KCC responses to same (Section 5);
- Details of the Public submissions received and KCC responses to same (Section 6); and
- Main changes to the Transport Strategy and Conclusions (Section 7).

2.0 Purpose of the Kildare Town Transport Strategy

Transport infrastructure provides the critical link between homes and activities such as work, school, college, leisure, shopping, healthcare and socialising. From an economic perspective, businesses are reliant on efficient, safe and reliable transport in order to attract employees or customers and to transport goods across the country.



The Kildare Town Transport Strategy recognises the need to transfer journeys to public transport both internally within Kildare Town and externally to and from other destinations.

A key objective of the Kildare Town Transport Strategy is therefore to promote the improvement of public transport in terms of access and convenience to achieve this objective. However, it is also recognised that commuter traffic can only be moved away from the road network by the development of public transport that has sufficient capacity and a good level of service combined with good quality access and convenience. Whilst capacity and level of service are not controlled by the Local Authority, the Kildare Town Transport Strategy does press for their improvement and offers ideas on how this might be achieved.

As outlined in the introduction to this report, the Kildare Town Transport Strategy outlines recommendations for the full range of transport components throughout the Kildare Town Study Area, including:

- Public transport;
- Permeability (walking);
- Cycling;
- Road schemes; and
- Parking.

This multi-modal strategy will provide a blueprint for transport investment within Kildare Town and its surrounds which will support the delivery of sustainable development and the regeneration of the town centre. Whilst the Kildare Town Transport Strategy is a non-statutory plan, its function is to aid informing future revisions of the statutory development plan for the area, namely the Kildare Town Local Area Plan.

The Kildare Town Transport Strategy will inform these local area plan revisions by providing a **comprehensive evidence-based approach** to the development of road-based and sustainable transport interventions. The transport interventions recommended in the Kildare Town Transport Strategy therefore do not have a statutory basis at present. However, it is intended that the transport interventions recommended in the Strategy will form the basis for transport policy and projects that will be given a statutory footing in future revisions of the Kildare Town Local Area Plan.



3.0 Consultation Details & Overview of Responses

A 'Phase 1' public consultation survey was undertaken during June and July 2020 which gathered views from the public on transport issues in Kildare Town as well as ideas for potential solutions. This feedback helped to inform the development of the measures in the draft Transport Strategy.

Following on from the initial consultation, KCC invited feedback from members of the public and relevant stakeholders on the specific measures contained in the Draft Kildare Town Transport Strategy in a second round of consultation.

This consultation period ran between July and August 2021. The consultation was conducted via the KCC Consultation Portal (for the public) and through direct emails to relevant stakeholders. This consultation was non-statutory.

As part of the consultation, the Draft Kildare Town Transport Strategy Report and a Summary Consultation Document were provided via the online KCC Consultation Portal.

The purpose of this second consultation was to gather views on specific measures proposed in the Transport Strategy. Each submission was considered, and the points raised were noted by KCC. This consultation led to a number of changes, which have now been incorporated into the Final Kildare Town Transport Strategy Report.

Details of Consultation No. 2 are provided in Table 3-1 below. In total, there were 84 submissions from the Public (including for Residents Groups) and 10 from Stakeholders, meaning that there were 94 submissions to the consultation in total.

Table 3-1: Details of Public & Stakeholder Consultation No. 2

Public Consultation No. 2		
Start Date of Consultation	13.07.2021 05:00 am	
End Date of Consultation	10.08.2021 11:59 pm	
Duration of Consultation	4 weeks	
Number of submissions from members of the Public and Residents Associations	84	Including responses to the online public survey and any other responses submitted by post, CRM, email or directly into the KCC's offices.



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Stakeholder Consultation No. 2		
Start Date of Consultation	13.07.2021 05:00 am	
End Date of Consultation	10.08.2021 11:59 pm	
Duration of Consultation	4 weeks	
Number of submissions from Stakeholders (i.e. not members of the Public or Residents Associations)	10	All responses received via email.

Details of the specific content within the Submissions is presented in Sections 5 and 6. However, a summary of the most frequently mentioned transport strategy proposals within submissions from the public is given in Figure 1 below. This gives an overview of the main points of contention or interest within the Draft Kildare Town Transport Strategy.

As can be seen from the figure, Perm 9, the creation of a pedestrian / cyclist link connecting North Glebe with Curragh Finn is the most mentioned proposal in submissions received, with 35 submissions referring to it. Similarly, there were a large number of submissions relating to permeability measures 4, 7, 8 and 13. These are all proposed links located in the estates to the north of Kildare Town Train Station.

The proposed one-way system on Meadow Road (RD4) also received a relatively high number of submissions.

There were a wide variety of issues raised in submissions from both the public and stakeholders. Kildare County Council considers this feedback very valuable and where appropriate, the information provided in this feedback has guided changes to the Final Kildare Town Transport Strategy Report (refer to Section 7). Full details of KCC responses to this feedback are provided in Sections 5 and 6 of this report. It should be highlighted that many of the issues raised are a matter for detailed design rather than this high-level Transport Strategy. An Explanatory Note giving further details in relation to this is included in Section 4.

KCC would like to thank members of the public and stakeholders who took the time to engage with the consultation process.

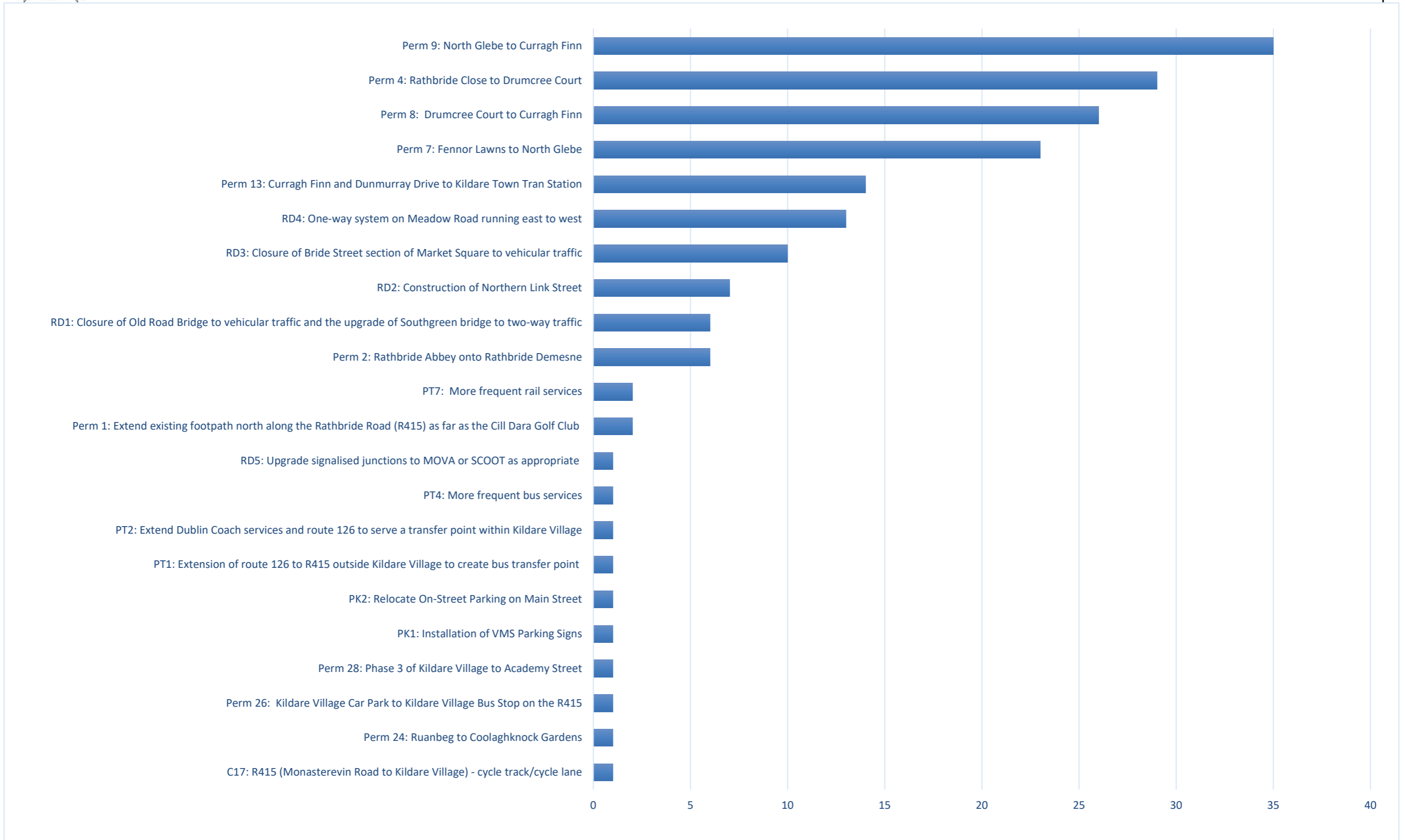


Figure 1: Number of Public or Stakeholder Submissions in which specific transport objectives are raised



4.0 Explanatory Note in relation to Consultation Submissions

The Kildare Town Transport Strategy (KTTS) examines the transport network within Kildare town in order to provide supportive analysis which will assist in providing an evidence-based development of future revisions of the Kildare Town Local Area Plan (Kildare Town LAP). The strategy examines possible objectives which may be included as objectives in the Kildare Town LAP and in some cases includes a high level Multi Criteria Analysis (MCA) which teases out options at a very high level.

The Kildare Town LAP will bring forward objectives which may include those identified in the KTTS. However, it must be remembered that the objectives of the Kildare Town LAP will then form the basis for individual projects. These projects will then be examined on their own merits and be subject to the rigorous analysis requirements of the Public Spending Code (PSC) and the Common Appraisal Framework for Transport Projects and Programmes (CAF). The PSC and CAF require the identification and examination of various options including the following:

- Do Nothing;
- Do Minimum;
- Pedestrian;
- Cycle;
- Public Transport in various forms; and
- Road or Street improvement.

While the Kildare Town Transport Strategy includes some high-level MCAs, these would not be sufficient for the purpose of assessing an individual project developed from an objective within the Kildare Town LAP. They do not purport to be a definitive analysis of all the options for the possible objectives, but rather a broad reckoning which indicates they are suitable for inclusion as potential transport objectives for inclusion in the upcoming statutory LAP reviews.

Some of the submissions tend to look at the possible objectives as if they were projects under examination. This is not the case and while those comments would be valid in the context of any specific project, they are not relevant to the KTTS.

Where submissions are directed toward the possible future specific project, these are noted. However, it is not possible to tease out the detail necessary for their analysis within the KTTS.



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It should also be noted that the individual projects will be subjected to public consultation, environmental and heritage studies, relevant statutory procedures and consultation with the relevant statutory stakeholders.



5.0 Stakeholder Consultation - Submissions & Responses

In total, 116 different stakeholders were contacted and requested to submit any comments that they would like to make in relation to the Draft Kildare Town Transport Strategy. In total, 10 responded. These are listed in Table 5-1 below.

Table 5-1: List of Stakeholders who submitted comments on the Draft Kildare Town Transport Strategy Report

1.	Department of Transport
2.	Transport Infrastructure Ireland (TII)
3.	National Transport Authority (NTA)
4.	Environmental Protection Agency (EPA)
5.	Kildare South Labour Party
6.	Avison Young
7.	St. Brigid's Cathedral
8.	Lambert Surveyors
9.	Energy Officer – Kildare Co. Co.
10.	Climate Action Officer – Kildare Co. Co.

The text from each of these submissions is included in the following pages. KCC responses to specific points raised in each submission are included in the column to the right.



5.1 Department of Transport Submission & Response

Department of Transport Submission Text	Kildare Co. Co. Response
<p>The Department of Transport welcomes the comprehensive draft Kildare Town Transport Strategy. As outlined in our previous submission, the Department is developing a new national sustainable mobility policy which will be published later this year. Many of the key policy approaches on sustainable mobility in the draft strategy align with the key areas being considered in the development of the new sustainable mobility policy such as the importance of integrating land use and transport policies and the delivery of high quality, permeable pedestrian and cycling networks as part of the transition to a climate resilient society.</p>	-
<p>The new policy will also consider emerging transport issues. For example, it will need to consider the impacts of COVID-19 and if we need to do anything differently around the provision of sustainable mobility infrastructure and services.</p>	-
<p>Section 2.1.1.4 of the draft strategy refers to the <i>National Cycle Policy Framework 2009-2020</i> and section 10.3.8.1 refers to <i>Smarter Travel, A Sustainable Transport Future 2009-2020</i>. It should be noted that the new national sustainable mobility policy will replace both these policies and the Council may wish to change the wording of the draft strategy to reflect this.</p>	Added a note to both sections highlighting national sustainable mobility policy
<p>Since the previous strategy was published there have been important policy developments which are relevant to accessible and integrated public transport. The Department considers these should be reflected in the proposed strategy, and particularly in Chapter 5 titled "Strategy Objectives" and Chapter 8 titled "Public Transport Options Assessment. These include:</p>	-
<p>1) the publication of the "whole of Government" National Disability Inclusion Strategy (NDIS) 2017-2022, which includes specific actions assigned to Local Authorities. For example, action 108 relates to the 'dishing' of footpaths and action 109 relates to accessible infrastructure, including bus stops. 'Dishing' is where the footpath is sloped for wheelchair access and the lack of the same is often cited as a major concern for wheelchair users. The Department would welcome specific reference to 'dishing of pavements' in Reference 2.1.3.4 (page 21), 'width of footpaths, quality of hard landscaping, provision for wheelchair users, are all items which could be addressed in order to improve the pedestrian experience'.</p>	Added specific reference to 'dishing of pavements' in Reference 2.1.3.4, 'width of footpaths, quality of hard landscaping, provision for wheelchair users, are all items which could be addressed in order to improve the pedestrian experience'.
<p>2) the ratification by Ireland in 2018 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD). The UNCRPD puts obligations on State Parties to ensure access for persons with disabilities to, inter alia, the physical environment and transportation in both urban and rural areas.</p>	Have now noted this in the strategy
<p>3) the DMURS Interim Advice Note – COVID-19 Pandemic Response which was published on the DMURS website in 2020. It includes guidance that designers should ensure that measures align with the principles of universal design, consider Government policy on accessibility for people with disabilities and consult people with disabilities to further appraise measures. References in the draft strategy to the 2019 version of DMURS should be replaced with references to the 2020 DMURS Interim Advice Note – COVID-19 Pandemic Response.</p>	A note has been added to the strategy
<p>4) to make public transport fully accessible to people with disabilities requires a 'whole journey approach' which refers to all elements that constitute a journey from the starting point to destination. Local Authorities are a key stakeholder in this regard in the context of ensuring a universal design approach to the built environment, including footpaths, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters. The Department welcomes the Council's reference 5.2.3 (page 45), 'improve safety for pedestrians particularly for vulnerable road users by improving crossing points'.</p>	-



Department of Transport Submission Text	Kildare Co. Co. Response
5) the publication by the National Transport Authority (NTA) of its 'Local Link Rural Transport Programme Strategic Plan 2018 to 2022'. Its mission statement is "to provide a quality nationwide community based public transport system in rural Ireland which responds to local needs." Its key priorities include the reduction of social exclusion and the integration of rural transport services with other public transport services. In addition, one of its key objectives is greater interaction/co-ordination with Local Authorities regarding the assessment of strategic transport needs and in the development of proposed transport plans for local areas.	Have now included this in the policy review
6) The Department welcomes the section on Public Transport Objectives (Reference 8.2, page 55), and requests two amendments (underlined) to reference 2 (page 55) 'Provide <u>accessible</u> bus priority infrastructure in the town centre if required' and reference 4 (page 55), 'Improve public transport stops in respect to location, information, <u>accessibility</u> , infrastructure and visibility'.	Have incorporated this change for public transport stops. However, bus priority infrastructure relates to measures such as giving busses priority at traffic signals and as such cannot be "accessible".



5.2 Transport Infrastructure Ireland Submission & Response

Transport Infrastructure Ireland Submission Text	Kildare Co. Co. Response
The Authority welcomes referral of consultation relating to the Draft Kildare Town Transport Strategy.	-
<p>Strategic National Road Network</p> <p>As outlined in TII's initial comments on the pre-draft consultation stage of the strategy preparation, the N/M7 is identified as part of the TEN-T Core Network and this will have policy repercussions for the Council to consider in both the Kildare Town Transport Strategy and Local Area Plan preparation.</p>	Agreed
The Trans-European Transport Networks (TEN-T) are a planned set of transport networks across Europe. The TENT regulations target a gradual development of the transport network with the core network a priority (by 2030) followed by the remainder of the comprehensive network (by 2050).	-
The TEN-T regulations define the objective of increasing the benefits for road users by ensuring safe, secure and high-quality standards for road users and freight transport in a co-ordinated fashion to achieve integrated and intermodal long-distance travel routes across Europe.	-
The Council will be aware that national roads play a key role within Ireland's overall transport system and in the country's economic, social and physical development. The national road network provides strategic transport links between the main centres of population and employment, including key international gateways such as the main ports and airports, and provides access between all regions in the state.	-
The NTA's Transport Strategy for the Greater Dublin Area, 2016 – 2035, identifies the N/M7 corridor as the busiest radial route into and out of Dublin and it connects the capital with the regional cities of Limerick, Cork and Waterford. It is part of the economic spine running from Belfast to Cork, via Dublin, connecting the island's biggest settlements.	-
In TII's view, the N/M7 and its associated junctions represent one of the most important national routes in the country. Not only is the route part of the Core Trans-European Transport Networks (TEN-T), it is the key connecting corridor providing inter-urban connectivity between Dublin and the south, south east and south west and the route carries significant levels of traffic.	-
The Authority therefore wishes to ensure the preservation of the efficiency, capacity and safety of national roads in this area in accordance with National Strategic Outcome 2 of the National Planning Framework.	-
<p>Kildare Town Transport Strategy</p> <p>TII welcomes that Section 14.2.3 'Road Planning Principles' of the Draft Strategy outlines that the strategic role of M7 Junction 13 should be protected by restricting direct access to the road from residential or employment uses for private motor vehicles.</p>	-
However, the Council will also be aware that the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012) advise that planning authorities must exercise particular care in their assessment of development/local area plan proposals relating to the development objectives and/or zoning of locations at or close to interchanges/junction on national roads. This should be a key guiding principle of the Transport Strategy.	Agreed, this has been used as a guiding principle of the transport strategy. The Transport team working on this transport strategy has collaborated closely with the Planning Department in Kildare Co. Co. to ensure this. Please refer to Section 2 of the Future Year VISUM Traffic Modelling Report (Volume 2, Part 2).
Section 9.8.3.3 'Road Strategy Impact on M7 Junction' of the Draft Transport Strategy advises that an 'ARCADY transport model was used to assess the operation of Junction 13 on the M7 to ensure it was not negatively impacted by the measures in the Kildare Town roads strategy. The ARCADY results are based on a scenario which assumes average traffic flows on a typical weekday in the 2025 and 2035 combined strategy scenarios.	-



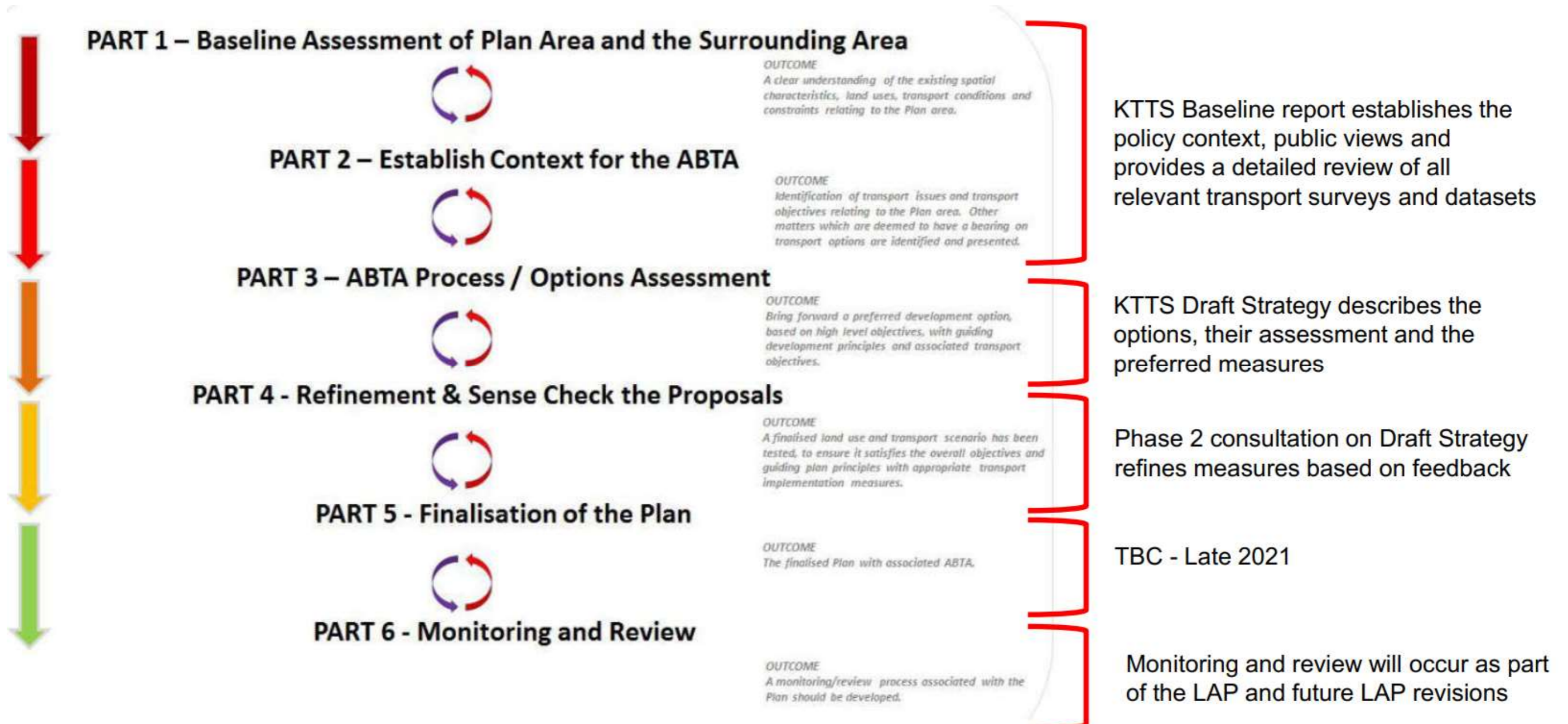
Transport Infrastructure Ireland Submission Text	Kildare Co. Co. Response
<p>The ARCADY modelling results showed that the implementation of the strategy did not have an adverse impact on M7 Junction 13 with each arm of the junction operating at the same 'Level of Service' in the roads strategy scenario as was observed in the Do-Minimum Scenario for 2025 or 2035'.</p>	
<p>Notwithstanding the above statement, in the vicinity of M7 and Junction 13, the Council will be aware that Traffic and Transport Assessments supporting planning applications granted planning permission south of M7 Junction 13, have identified future year capacity constraints at the junction of the M7 and R415.</p>	<p>Correct, Kildare Co. Co. have requested AECOM to produce a full report on the ARCADY modelling for TII, including new modelling to address TII's concerns on this matter.</p>
<p>In addition, conditions applied by An Bord Pleanála to the further development of the Kildare Tourist Outlet Village identified the requirement for traffic management and monitoring of queueing at M7 Junction 13. TII is not aware of any agreements reached in regard to this requirement.</p>	<p>In respect to the management of traffic to and from Kildare Retail Village, it is acknowledged that the expansion of the Retail Village, as a major trip attractor, will lead to an increase in traffic on the roads near the outlet which will impact on the operation capacity of M7 Junction 13. However, the planning report for the Phase 3 expansion noted that detailed VISSIM microsimulation of the road network surrounding Kildare Retail Village was conducted, which found that <i>'the network still performs well in a satisfactory manner with the cumulative impact of the additional traffic from the proposed Phase 3 development and the projected growth in local traffic on both the local and national strategic network'</i>.</p> <p>The planning report also confirms that this was still the case for 'Private special event sales days' where there are larger peak traffic volumes, such as during Christmas sales. Yet, we acknowledge that there will still be exceptional cases where higher traffic flows to/from the Retail Village are an issue for the National Road Network, but this is an issue for KCC Planning Department, the Roads Planning Section and the Kildare Retail Village to manage as and when required, rather than an issue for the Kildare Town Transport Strategy to resolve. The planning report provides a mechanism for this in Planning Condition 5; which requires the developer to establish a traffic management plan for 'private special event sales days' which will include pre-event consultation meetings with TII, the Gardai and other stakeholders to plan the effective management of traffic.</p> <p>In relation to the Phase 3 expansion of Kildare Retail Village and the development of the transport strategy, KCC and AECOM engaged with Avison Young via their consultants. The focus of this consultation was on improving access to the Retail Village by sustainable travel modes and promoting mode transfer from the private car to walking, cycling, bus and rail. The strategy proposes several measures to improve public transport to the Retail Village (i.e. greater bus frequencies, improved bus links to the train station and a bus transfer hub in the Retail Village), which have the potential to reduce car dependency for longer distance trips and encourage the use of public transport.</p> <p>Locally, the Kildare Town Transport Strategy proposes new walking and cycling links from the Retail Village to Kildare Town in order to reduce short distance driving trips for employment or shopping by local residents.</p>



Transport Infrastructure Ireland Submission Text	Kildare Co. Co. Response
	<p>The roads strategy element within the Kildare Town Transport Strategy, is intentionally restrained, seeking to only provide additional capacity where it required by the Council to support the growth of the town and new development areas. By avoiding a predict and provide approach to road expansion, this should lessen the impact of induced demand and encourage residents and visitors to use non-car modes.</p> <p>The macro-simulation (VISUM) transport modelling conducted as part of the transport strategy considers only the AM and PM peak hour demand on an average weekday, which will not capture the peak times for traffic to/from the Retail Village. However, the transport strategy will not add to the traffic problems at the Retail Village by encouraging more car use, and instead there is the potential for a greater share of trips to/from the Retail Village to be made by bus or active modes.</p>
<p>Conclusion and Recommendations Having regard to the foregoing observations, TII considers that there are elements of the Draft Strategy relating to safeguarding the strategic function and safety of the M7 and Junction 13 in accordance with the provisions of official policy that require resolution prior to finalising the Strategy;</p>	<p>Kildare Co. Co. have requested AECOM to produce a full report on the ARCADY modelling for TII, including new modelling to address TII's concerns.</p>
<p>Details of the Arcady Model that was used to assess the operation of Junction 13 on the M7 and model outputs have not been provided to TII for review; and having regard to the identified capacity issues at the junction, this is considered a critical requirement to enable TII to fully comment on the Draft Strategy. In the absence of this information and evaluation TII is unable to support the proposed Strategy. Liaison with TII in relation to the Arcady Model, including relevant assumptions, in advance would have been productive.</p>	
<p>It is unclear if and how the requirements of planning permissions granted have been considered, assessed or incorporated into the Draft Strategy. It is considered that this matter should be discussed in the Strategy in the interests of clarification particularly relating to, for example, planning application ref. 17/539 (Kildare Tourist Outlet Village) and planning application ref. 17/523 (Greyabbey Investments Limited) and related provisions incorporated into the Strategy.</p>	<p>Planning permissions granted have been considered in the future year growth scenarios used in the Kildare Town Transport Strategy. Please refer to Section 2 of the Future Year VISUM Traffic Modelling Report (Volume 2, Part 2). Planning applications 17/539 (Kildare Tourist Outlet Village) and planning application ref. 17/523 (Greyabbey Investments Limited) have been considered in the ARCADY modelling.</p>
<p>As advised in TII's initial submission on the pre-draft consultation, in addressing the issues identified above and having regard to development proposals planned in the vicinity of M7 Junction 13, TII is of the opinion that the Transport Strategy, which should inform any future Local Area Plan, should be prepared on the basis of an evidence based area transport assessment in accordance with the requirements of the DoECLG Spatial Planning and National Roads Guidelines.</p>	<p>Please refer to the graphics below outlining how the transport strategy is compatible and satisfies the objectives of an ABTA. In relation to providing the supporting evidence-based analysis undertaken, please refer to Volume 2 (Parts 1 and 2) of the Transport Strategy.</p>
<p>Section 1.4 of the TII Traffic and Transport Assessment Guidelines (2014) addresses Area Based Transport Assessment for Forward Planning. In addition, guidance is also available in TII Publications PE-PDV-02046 (Area Based Transport Assessment (ABTA) Guidance Notes), jointly prepared by TII and the NTA. It remains TII's recommendation that the Transport Strategy should be prepared in accordance with the ABTA Guidance.</p>	
<p>TII would welcome these matters being considered to ensure national transport infrastructure is protected in accordance with the provisions of official policy</p>	<p>Agreed</p>
<p>TII is available to assist and support the Council in developing a sustainable land use and transport based planning framework for Kildare Town and is available to discuss the foregoing observations with the Executive of the Council</p>	<p>Kildare County Council would welcome a meeting with TII at their convenience to show how we have addressed their concerns.</p>



Key Aims of an ABTA	Kildare Town Transport Strategy (KTTS)
Maximise the opportunities for the integration of land use and transport planning by including the ABTA process as integral to the preparation of the Plan;	KTTS creates measures for all modes of transport, which will be integrated into the LAP
Assess the existing traffic, transport and movement conditions within the Plan area and in its wider context;	KTTS baseline review establishes the existing transport conditions and land-use characteristics
Plan for the efficient movement of people, goods and services within, to and from the Plan area;	KTTS provides a phased, strategy which will provide for improved access within, and to/from, Kildare town
Identify the extent to which estimated transport demand associated with the emerging local development objectives can be supported and managed on the basis of existing transport assets;	Future year VISUM modelling establishes that the road network and M7 can accommodate planned growth. KTTS proposes greater public transport frequencies to facilitate population growth. Walking/cycling network expanded.
Identify the transport interventions required within the Plan area and in the wider context, to effectively accommodate the anticipated increase in demand; and,	KTTS sets out a comprehensive plan for walking, cycling, public transport, road and parking with delivery phasing defined for each measure
Inform Site Specific Transport Assessments for new planning applications.	The KTTS will inform future planning applications once it is adopted into the LAP as a statutory plan





5.3 National Transport Authority Submission & Response

National Transport Authority Submission Text	Kildare Co. Co. Response
The NTA acknowledges referral of consultation relating to the Draft Kildare Town Transport Strategy and would welcome the opportunity to discuss the following matters with the County Council, prior to its finalisation:	<p>In response to the National Transport Authority's (NTA) submission on the Kildare Town Transport Strategy Draft Report also to the comments received at a follow up meeting, KCC have made a number of changes to the Transport Strategy. Please refer to the table below which sets out NTA comments and KCC's responses to each. In addition to this table, please refer to the graphics below outlining how the transport strategy is compatible and satisfies the objectives of an ABTA. In relation to providing the supporting analysis undertaken, please refer to Volume 2 of the Transport Strategy.</p>
Compatibility of the Draft Transport Strategy's preparation with the approach set out in the NTA/TII publication Area Based Transport Assessment (ABTA) Advice Note.	
The supporting analysis undertaken and the manner in which existing and anticipated travel demand, travel patterns and mode split assumptions have informed the preparation of the Transport Strategy.	
The options assessment and preferred transport measures, as presented in the Draft Transport Strategy, with a particular focus on:	
Public Transport Measures	
Road Transport Measures	
Permeability Measures	
Cycle Network Measures	
The NTA looks forward to further engagement on the matters outlined above.	

Report Section	Summary of NTA Comments	Report Changes
Whole document	Greater emphasis on reducing car dependency through increasing costs for road users and improving sustainable travel modes	<ul style="list-style-type: none"> Changed language of Introduction chapter and the introduction to the roads chapter to strengthen the emphasis on reducing car dependency. Added modal hierarchy from NIFTI to 'Section 1.4. approach' in the introduction to make the priorities clearer. Also, in this section, added a short paragraph on how modal choices are made (people weighing different costs, etc) to explain how modal shift will be influenced by providing an advantage to non-car modes by increasing costs for drivers.
Whole document	Remove phrase 'campaign' from measures in strategy	<ul style="list-style-type: none"> Replaced word with 'work with the NTA to achieve'.
Whole document	Strategy assumes existing network is fine and focuses too much on the future network without considering issues like demand management	<ul style="list-style-type: none"> Added a new Section (11.3 'complementary measures for active modes') which included a supporting measure to improve signal times for walking/cycling as part of the MOVA/SCOOT signal upgrade. This will be considered in a future design process along key routes, which will also consider the need for junction modifications to enhance priority and safety for cyclists, pedestrians and buses. Added complementary active mode measure which identifies crossing point improvements based on baseline survey map (i.e. new crossing points) on the main roads to facilitate key desire lines. Added a short demand management section to roads strategy complementary measures. This refers to the demand management aspects of the parking measures (MMPs, no increase in parking supply and school drop off review) and talks about reducing road capacity in the town centre (One way systems and Market sq. closure) to encourage sustainable travel in the town.



Report Section	Summary of NTA Comments	Report Changes
Whole document	Require minimum targets for future modal split as it is an OPR requirement	<ul style="list-style-type: none"> Added a section near the end of the document (14.3: Modal split targets) which sets out the existing modal split situation and some high level aspirational modal split targets to measure success in 5-10 years when the LAP is being replaced. Example 'a -5% reduction in car modal split for education trips and -10% reduction in car modal split for work trips by Census 2032'. Clearly justified the targets adopted and explained the assumptions which underpin them, with reference to GDA strategy targets – but noted the urban nature of these. Caveated the targets by saying that they need sufficient public transport, walking and cycling investment to be achieved.
Public Transport	Greater explanation of the source of the PT options and the option development process as well as a clearer explanation of what the PT measures will do in the future. Explained that this could be explained through a trip length distribution graph showing how journey times to key destinations (Newbridge, Naas, Dublin) will improve by different modes with less waiting times and relate to ABTA minimum journey time targets.	<ul style="list-style-type: none"> Added a PT context section (new Section 8.3) which summarises the data reviewed in the Baseline Review (e.g. frequency table) and concludes that the focus of PT strategy development is on improving interchange and frequencies rather than creating new routes. In this section, conducted and described the process explained by the NTA to review demand in the existing situation: (1) plotted POWSCAR destinations, (2) overlaid this information on the existing PT network and determined where people can/cannot access, (3) identified weaknesses in the PT network for certain trips to identify the potential for new bus routes or frequencies (4) outlined the improvements required and what they will achieve. PT context section: NTA ran the PTAL tool and we have included the output map with some reporting. PT context section: Reported on the NTA trip length distribution graphs for internal and external trips to highlight the need for modal shift from car use for short trips (via active modes) and longer trips (via PT). PT context section: In respect to the future demand for public transport, trips from Kildare town and trips to Kildare town in POWSCAR have been factored up using National Transport Model growth rates for those areas and this has been used to justify future frequencies along particular routes (e.g. 883 or 126). Factoring up the demand based on the LAP population targets was also considered. This type of future analysis will assist justifying future investment.
Public Transport	Need more bus priority at junctions and throughout town	<ul style="list-style-type: none"> In Section 8.4.10 complimentary PT measures, added a short section saying that junction priority for buses will be assessed as part of implementing MOVA/SCOOT upgrade in the roads strategy.
Public Transport	Need to improve bus links from station to retail village	<ul style="list-style-type: none"> Strengthened complimentary measure about retail village shuttle service bus. In Option 3, increased bus frequencies, increased frequencies on Local Link 883 (Athy-Kildare Newbridge) and turned it into a proper TFI bus route. Within the town, people can use this to travel from the station to the town centre and retail village. It will also provide better rail interchange for Athy. This was justified in the new PT context section which looked at future growth, distribution of demand and PT frequencies. We have also noted the role of non-commuting trips, in addition to the POWSCAR trips, to justify the increase in service on the 883.
Public Transport	Interchange should be located in the best location for the network rather than most practical location (e.g. train station) and should have priority access from M7	<ul style="list-style-type: none"> Maintained short and medium/long term bus transfer points as they are. Emphasised the fact that the 883 will serve these locations, improving rail-retail village-inter city bus connectivity. With increased frequencies on route 883, created a bus/rail transfer hub at the train station with a shelter and live information. Similar to the 'protected road corridors', showed an indicative aspirational bus priority route from the M7 to the train station which will be explored in a future revision of the transport strategy. This would involve a loop using the R415, Northern Link Street, Southgreen, Dunmurray Link Road, R401, Old road and back to M7. It would access the station via the new western entrance and Dublin Coach would serve the bus/rail hub.
Roads Section	Soften language in roads section and relate more to sustainable travel	<ul style="list-style-type: none"> Updated road strategy introduction in Section 9.1 Overview to reflect this change and strengthened existing text to reflect NIFTI modal hierarchy.
Active Modes	Remove 'shared streets' cycling category and refer to future detailed design + simplify categories	<ul style="list-style-type: none"> Removed shared streets category. Cycle categories were simplified.
Active Modes	Cycle and path network should not be reliant on road construction	<ul style="list-style-type: none"> Added importance of this to a new complementary active mode measure in Section 11.3 about the need for paths/cycle tracks to be built in these locations if the roads not delivered e.g. Magee Barracks.



Report Section	Summary of NTA Comments	Report Changes
Active Modes	Need to show how the links connect together to provide access to key routes such as the station	<ul style="list-style-type: none"> Added a map showing the shortest path via the do-something path network to the train station, schools and town centre (permeability/walking only) e.g. east of town to the train station, etc., and highlighting the permeability strategy links which facilitate this. Created map of Market Square, Train Station and Retail Village transfer point showing the shortest path between them and the public transport frequencies available at each transfer point to demonstrate the integration of permeability network with the public transport strategy.
Active Modes	Include a permeability map which includes existing sections of the network	<ul style="list-style-type: none"> Added map showing this to the permeability chapter
Active Modes	Phasing should prioritise town centre measures for walking and cycling	<ul style="list-style-type: none"> We have reviewed the proposed medium and long term walking/cycling measures to identify potential measures where the phasing could be brought forward in the town centre. Decision on which phasing should change was based on realistic expectations of delivery for the measures, with the report and maps amended.

Key Aims of an ABTA

Kildare Town Transport Strategy (KTTS)

Maximise the opportunities for the integration of land use and transport planning by including the ABTA process as integral to the preparation of the Plan;

KTTS creates measures for all modes of transport, which will be integrated into the LAP

Assess the existing traffic, transport and movement conditions within the Plan area and in its wider context;

KTTS baseline review establishes the existing transport conditions and land-use characteristics

Plan for the efficient movement of people, goods and services within, to and from the Plan area;

KTTS provides a phased, strategy which will provide for improved access within, and to/from, Kildare town

Identify the extent to which estimated transport demand associated with the emerging local development objectives can be supported and managed on the basis of existing transport assets;

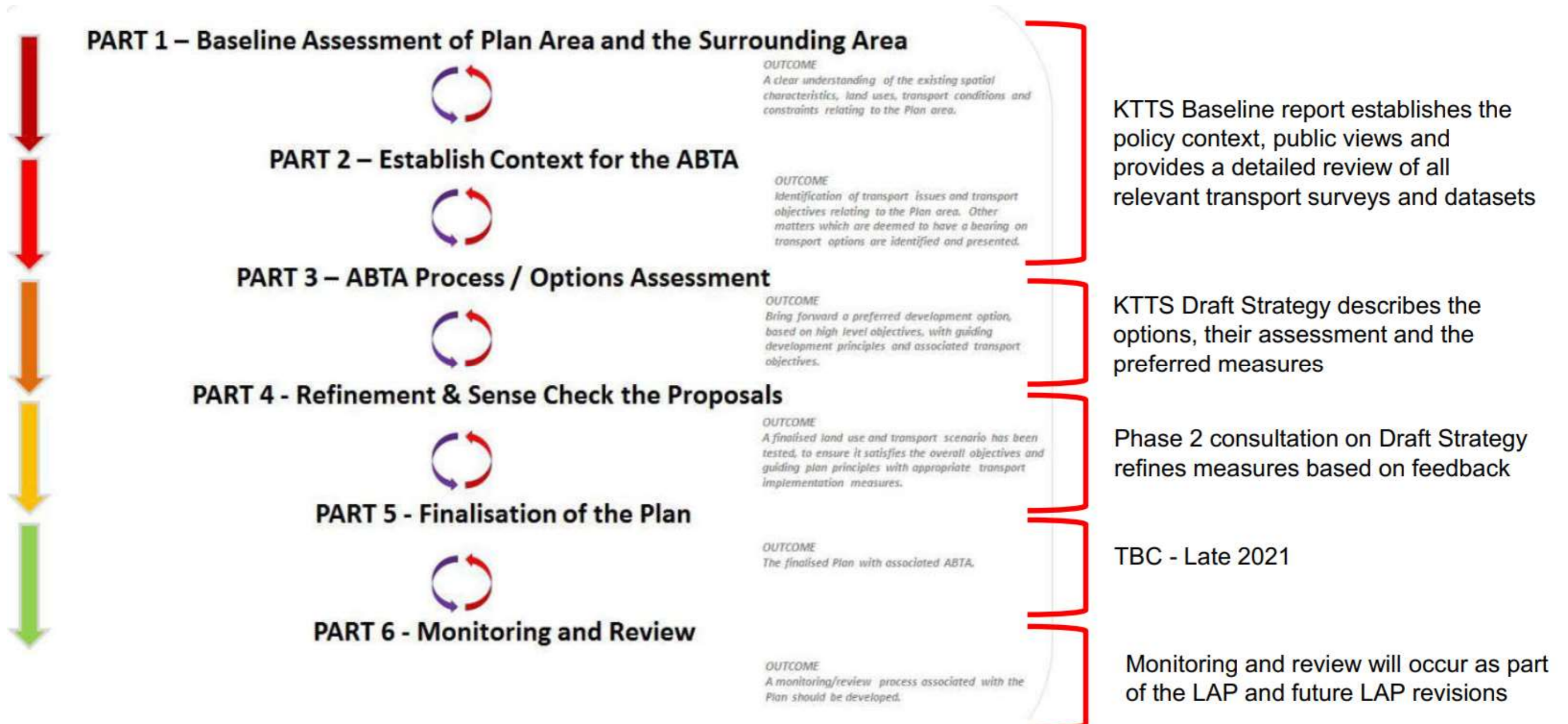
Future year VISUM modelling establishes that the road network and M7 can accommodate planned growth. KTTS proposes greater public transport frequencies to facilitate population growth. Walking/cycling network expanded.

Identify the transport interventions required within the Plan area and in the wider context, to effectively accommodate the anticipated increase in demand; and,

KTTS sets out a comprehensive plan for walking, cycling, public transport, road and parking with delivery phasing defined for each measure

Inform Site Specific Transport Assessments for new planning applications.

The KTTS will inform future planning applications once it is adopted into the LAP as a statutory plan





5.4 Environmental Protection Agency Submission & Response

Environmental Protection Agency Submission Text	Kildare Co. Co. Response
I acknowledge receipt of your notice in relation to consultation on the Transport Strategy for Kildare Town.	-
Can you clarify whether the requirements of the SEA Directive (SI 435 of 2004, as amended) are to be taken into consideration in preparing this Strategy.	Kildare Co. Co. commissioned Environmental Consultants to carry out a SEA screening for the Kildare Town Transport Strategy. This will be published alongside the transport strategy. The outcome was that no requirement for SEA was identified based on the SEA Screening assessment.



5.5 Kildare South Labour Party Submission & Response

Kildare South Labour Party Submission Text	Kildare Co. Co. Response
<p>We need to see extra capacity at the main bus stop at market square. We often see busses struggling to find safe parking at that stop. An alternative location or another bus stop would help with this issues and also help the traffic flow in the town centre. We need to look at a new stop that could service the many new estates in the town and allow people to access public transport closes to their homes.</p>	<p>KCC agree with this comment. It is proposed in the Kildare Town Transport Strategy to include a new bus stop to the west of the town, which will serve the new residential development land to the north-west. In addition, a new bus interchange is proposed, outside Kildare Village in the short term and within Kildare Village in the medium term.</p>
<p>The key to asking people to leave their car at home is to put in situatable and convenient pathways that allow all people to access the areas of the town they wish to visit. We need to open up path ways to and from the Village that will allow locals easy access to the village but also allow shoppers the possibility to explore Kildare town.</p>	<p>KCC agree with this comment. The Kildare Town Transport Strategy has endeavoured to put sustainable transport first in this transport strategy, including a comprehensive permeability strategy. This includes measures PERM 27 and PERM 28, which specifically address access to Kildare Village and the town centre.</p>
<p>As cycling become more and more important to our transport needs we should look to using the R445 as a means to connect the town on that route. In Kildare Town a we need to link the many cycle paths along new estates and form them into a useable cycling network. Along with the cycle network we need to install safe place for people to leave their bikes. Bike lockers as seen at the train station in other locations in the town would give people piece of mind about where to leave their bikes in the town.</p>	<p>KCC agree with this comment. The Kildare Town Transport Strategy includes an integrated cycle network that will be delivered in the short, medium and long term. This network, once complete, will provide good connectivity for cyclists from the main residential areas to key trip attractors in the town such as the town centre, schools and public transport.</p> <p>The transport strategy recognises the need for good cycle parking facilities and this is discussed in detail in Section 11.2.4 of the transport strategy report.</p>
<p>We need to look at how we can move traffic out of the town centre. At the moment commuter traffic will exit at junction 13 on the M7 this then forces a lot of traffic through the middle of the town to reach their destination. Another exit further forth on the M7 would allow an a more even distribution of traffic to exit and help relieve traffic congestion in the town centre.</p>	<p>A key objective of the Kildare town strategy is to reduce traffic in the town centre and this will be achieved by delivering the Modus Link Road, Northern Link Street and the Magee Barracks Roads. For traffic travelling from M7 junction 13, the new Modus Link Road and the Northern Link Street will allow drivers to reach the northern sections of the town without travelling via the town centre. Furthermore, once the Magee Barracks Roads are also in place, the combination of this road and the Northern Link Street will allow for a west-east bypass of the town centre.</p>
<p>We a new role for market square the town lost many parking spots. The Top Nolan car part is often full forcing people to park their cars in locations that block footpaths and cycle ways. The possible purchase of private car parks should be considered. with some of these locations in the middle of the town it would help with a parking problem that has increase in recent times.</p>	<p>The parking strategy within the Kildare Town Transport Strategy recognises the need for more off-street car parking in the town centre. Three potential locations have been identified as future car parks. Please refer to Section 13.5 in the Transport Strategy Report for further details.</p>
<p>We must always remember Kildare Towns unique heritage and the important part this can play in the future economic success of the town.</p>	<p>Agreed, this has been taken into account in the Kildare Town Transport Strategy. Kildare Town is specifically noted as being one of the designated Irish Heritage Towns in the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031.</p>



5.6 Avison Young Submission & Response

Avison Young Submission Text	Kildare Co. Co. Response
We, Avison Young, have prepared this submission on behalf of our client, Value Retail Dublin Ltd., 1B Kildare Village, Nurney Road, Kildare Town, Co. Kildare in response to the publication of the Draft Kildare Town Transport Strategy by Kildare County Council. This submission also contains inputs from STSTRA, Traffic and Transport Consultants. We provide 4 no. copies of this submission.	-
The Kildare Tourist Outlet Village	-
Value Retail Dublin Ltd. Is the owner and operator of the Kildare Tourist Outlet Village (hereafter referred to as the KTOV) in Kildare Town, which plays a significant role in the retail, economic and tourism profile of both the Town and for County Kildare. The KTOV, located to the southwest of Kildare Town and to the north of the Nurney Interchange (Junction 13) of the M7 Dublin to Limerick Motorway, first opened in 2006 and as come to be recognised as the leading designer outlet centre in Ireland. Expanded over three phases of development (with construction of Phase 3 nearing completion), the KTOV provides over 24,000 sq.m of commercial floorspace, with c. 130 luxury national and international brands in operation. Across KTOV, the Management/Security/Services Staff and brand staff in the shops, currently employs approx. 1,000 people and expects to employ approx.. 1,350 people once Phase 3 is open and operating. Additionally, the KTOV currently attracts over 4 million visitors a year, and this is expected to grow once Phase 3 is open and operating	-
As such, the KTOV can be recognised as an economic driver, not only within Kildare County but also nationwide. It is a destination that offers more than just shopping and has the effect of attracting people for the wider region to drive growth, create employment and maximise potential.	-
Both employees and visitors to the KTOV travel via a number of different means including by car, public transport (rail and bus), walking and cycling. In this regard, Value Retail fully supports the implementation of a coherent Transport Strategy for the Town which promotes sustainable modes of transport appropriate to different uses and welcomes the opportunity to make a submission on the preparation of the Transport Strategy for Kildare Town. It is however requested that as part of the finalisation of the Kildare Town Transport Strategy, consideration is given to the KTOV Traffic Management Plan which has been agreed and approved by TII, Kildare County Council and An Garda Síochána.	The KTOV Traffic Management Plan has been considered as part of the finalisation of the Kildare Town Transport Strategy
Submission	-
Our Client welcomes the investment in Kildare Town's transport infrastructure over the coming years, as any improvements to the existing transport system would enhance the Town and enable it to continue to grow in a sustainable manner. Our client wishes to comment on a number of items within the Draft Transport Strategy for Kildare Town as follows:	-
<u>Public Transport</u>	-
PT1 Bus Transfer Point: Extension of route 126 to the R415 outside Kildare Village to create a bus transfer point with Dublin Coach services with additional bus stop on R445	-
In principle, our client welcomes improved public transport connectivity between the Town Centre and the KTOV and are supportive of the creation of a new bus stop outside of the KTOV. As the stop should be integrated with the KTOV, we request that Kildare County Council work with Value Retail during the design process to agree the exact location and form of the stop and crossing	KCC will consult with KTOV during the design process for this bus stop
PT2 Bus Transport Point: Extend Dublin Coach services and route 126 to serve a transfer point within Kildare Retail Village	-



Avison Young Submission Text	Kildare Co. Co. Response
In principle, our client is supportive of the measure to facilitate bus set down within the KTOV. We request that Kildare County Council work with Value Retail and bus service providers (e.g. Dublin Coach) to agree the exact service requirements and permitted use of the stop.	Agreed, KCC will consult with KTOV regarding measure PT2 during the detailed design phase of this proposal to agree service requirements and permitted use of the stop
Kildare Retail Village Complimentary shuttle service: Retain and improve the complimentary shuttle bus connecting the KTOV to Kildare Town Train Station and the Irish National Stud and Japanese Gardens.	-
Our client agrees, as long as any improvement of this service is economically viable/	-
<u>Roads</u>	-
Modus Link Road	-
Our client is supportive of the construction of the Modus Link Road connecting the R445 Monasterevin Road to R415 Modus/Kildare Village Roundabout	-
<u>Parking</u>	-
PK1: Installation of an inner and outer ring of VMS Parking Signs guiding visitors to available parking in the town	-
Our client is supportive of the implementation of measures to improve the efficient use of Town Centre parking. However, clarification that the VMS will include public car park areas only is requested. Our client is also concerned that the implementation of VMS parking signs on the R415, adjacent to the KTOV, directing motorists to available Town Centre parking has the potential to give rise to driver confusion for visitors to the Town Centre and the KKTOV, which could result in increased delay to traffic on this route. We request that Kildare County Council work closely with Value Retail during the design and implementation of the parking guidance system.	We will move the VMS sign on the R415 (in Figure 10.1) further to the north to after the entrance to KTOV which should avoid this issue. KCC will consult with KTOV regarding the VMS parking measure during the design phase of this project
<u>Walking and Cycling Measures</u>	-
The Draft Transportation Strategy contains a comprehensive set of walking and cycling initiatives that will encourage greater levels of active travel across the town. Our client welcomes the Draft Strategy's strong commitment to delivering walking and cycling measures as these will enhance the connectivity of the KTOV to the existing Town Centre and the wider community.	-
With respect to specific active travel measures, we would observe the following:	-
Perm 26: Permeability link connecting Kildare Village Car Park to Kildare Village Bus stop on the R415.	-
Our client is supportive of practical measures to improve access for visitors to the KTOV arriving by public transport. It should be noted that there is a considerable level difference between the road and the car park at this location and therefore, we request that Kildare County Council work closely with Value Retail during the design process to determine if it can be technically and reasonably delivered.	Agreed, KCC will consult with KTOV regarding measure Perm 26 during the design process
Perm 28: Permeability link from Phase 3 of Kildare Village to Academy Street	-
Our client is supportive of this proposed measure and have already made provision within the Phase 3 development (Perm 27) for its potential extension to Cleamore Road/Academy Street. Notwithstanding this, the connection to Academy Street across third party lands is not within the gift of Value Retail to deliver and therefore, would need to be progressed by Kildare County Council and other third parties.	Noted



Avison Young Submission Text	Kildare Co. Co. Response
C17: R415 (Monasterevin Road to Kildare Village) - cycle track / cycle lane.	-
Our client is supportive of the delivery of this cycle track in principle, but request that Kildare County Council consult with Value Retail during its next stage of design	Agreed, KCC will consult with KTOV regarding measure C17 during the design process
Conclusion	-
We hope that this submission is considered as part of the finalisation of the Transport Strategy for Kildare Town and future transport plans for this area. Furthermore, it is requested that consideration is given to the KTOV Traffic Management Plan which has been agreed and approved by TII, Kildare County Council and An Garda Síochána as part of the finalisation of the Transport Strategy.	The KTOV Traffic Management Plan has been considered as part of the finalisation of the Transport Strategy
As the KTOV is a key destination in the Town, Value Retail seeks to assist Kildare County Council in the preparation of the Transport Strategy for Kildare Town. It is considered that joint consultations/workshops would present a good opportunity to ensure knowledge sharing with Value Retail is achieved in the Council's development of a coherent transport solution for the future of Kildare Town.	KCC have appreciated the consultation with KTOV's representative, Systra throughout the transport strategy development and will continue to consult with KTOV during the detailed design of projects arising from this transport strategy
We are available for discussion on any of the matters referred to above and we would appreciate if you could confirm receipt of this submission by return.	-



5.7 St. Brigid's Cathedral Submission & Response

St. Brigid's Cathedral Submission Text	Kildare Co. Co. Response
<p>I am writing on behalf of the Dean and Select Vestry of St. Brigid's Cathedral regarding problems encountered with access to the Cathedral which have occurred since the Town Square was pedestrianised. These changes have had major implications for the Cathedral. There has been no consultation with the Cathedral regarding the changes to the Square. The Cathedral is the major heritage site in the town and, prior to the pandemic, attracted a large number of visitors in the summer months.</p>	<p>We have flagged the issues raised here with the Public Realm team who were responsible for delivering the temporary measures in Market Square.</p>
<p>We request that in conjunction with overall plans for the town that access to the Cathedral is considered. Since the pedestrianisation, access to the Cathedral from McHugh's corner has been very difficult, both on Sundays and weekdays.</p>	<p>Longer term interventions in Market Square will be subject to a Part 8 statutory procedure, with consultation with stakeholders in Kildare Town.</p>
<p>It has become so serious that access would be impossible for emergency vehicles needing to access the Cathedral grounds. This is a very serious health and safety problem.</p>	
<p>Cars are frequently parked each side of the roadway blocking access.</p>	
<p>Cars drive up to the Cathedral gates and, as there is nowhere to turn, the road is blocked. <i>We suggest that double yellow lines are placed each side of the road and signs put in place stating that there is no parking this section (except for the two disabled/age related spaces). Deliveries should be arranged for before 10 a.m.</i></p>	
<p>There are already problems on Sunday mornings but we can foresee even greater problems when Covid restrictions are lifted and large Services will be held again in the Cathedral, such as funerals, weddings, confirmations, ordinations, and also concerts. In these cases when cars arrive at the Cathedral gates, and the grounds are full, there is nowhere for them to divert so there is complete traffic chaos and no access for emergency services. In the past if this occurred vehicles could be directed to turn left towards Southwells.</p>	
<p>Members of the Select Vestry would be very happy to meet with representatives of the County Council to further explain the difficulties.</p>	



5.8 Lambert Surveyors Submission & Response

Lambert Surveyors Submission Text	Kildare Co. Co. Response
I've reviewed the documents on the proposed Kildare Town Transport Strategy. I have a couple of queries in relation to code RD2:	-
<p>1. Figure 9.11, Option 2: Northern Link Street (also figure 9.30 and 9.31): White Abbey Road and Pigeon Lane are shown as being one way. There is no highlighting of Friary Road between these two roads. Does this mean it's intended to leave Friary Road as a 2-way street? If so, this would be seriously amiss. This street is much narrower than either Pigeon Lane or White Abbey Road southbound. At the moment, large vehicles such as tractors and HGV lorries take up the full driving width of the road and 2 cars cannot pass in opposite directions without one car stopping and pulling into the side. Also, there is no footpath along the side of the road where the houses are. Can you please confirm that this section of Friary Road will be included in the one-way plans.</p>	<p>The section of road linking Pigeon Lane and White Abbey Road to the north is currently being proposed as two-way in the Northern Link Street Project. Traffic modelling of this arrangement shows a reduction of eastbound traffic and a similar increase in westbound traffic on this stretch of road as a result of the Northern Link Street. As such, we do not envision traffic issues here.</p> <p>In terms of HGVs and tractors or other large vehicles using this road, the Northern Link Street project will provide an alternative east-west link through the town with more appropriate road widths.</p> <p>However, it should be noted that the aim of the Kildare Town Transport Strategy is to provide a framework of high level projects, which will then be subject to detailed design and the relevant statutory processes. For the Northern Link Street Project - this will include a Part 8 planning process, including detailed design and public consultation. During the detailed design phase, issues such as those raised in this submission will be looked at again in more detail.</p>
<p>2. Section 9.5.2.1, pg. 87: It is stated the junction at the top of Pigeon Lane is to be redesigned. At present there are traffic lights at this junction which have greatly improved the safety for pedestrians and the residents of Friary Road. Will any redesign of the junction take the safety of the residents and pedestrians into account to the same level? Given the lack of footpath outside the houses on Friary Road, it is imperative that any changes do not reduce the safety of those living along the road.</p>	<p>This point is noted and will be considered as part of the detailed design phase for this project.</p>
<p>3. At present there is an access ramp for a warehouse building on Pigeon Lane that protrudes across the footpath location. This means that there is a break in the footpath along Pigeon Lane. It is a very dangerous point on the road for pedestrians - and particularly those using wheelchairs and prams/buggies who have no option but to go onto the road to get past this ramp. There will be a large increase in vehicular traffic using this road for M7/Kildare Village/Tesco and primary school access upon completion of the currently under-construction "Walker's Gate" housing estate on the Green Road (their website states there will be 187 houses in the estate, estimated completion early 2022). As such, are there plans for improvements to this footpath for vulnerable road users as a priority and not just as part of the transport strategy?</p>	<p>Existing footpath repairs / upgrades are outside the scope of transport strategies and are considered a matter for the local KCC Area Office.</p>



5.9 Energy Officer Kildare Co. Co. Submission & Response

Energy Officer Kildare Co. Co. Submission Text	Kildare Co. Co. Response
Just a minor observation on this draft strategy; I don't see any inclusion for electric vehicle charging points or for a discussion around these. While the private sector will cater for the main road arteries through fast chargers in circle K's etc there will be greater demand in the future for convenience EV charging in towns.	-
To the best of my knowledge KCC requires further guidance on this from a national perspective and currently does not wish to install on-street EV charging points. Previously there were three car-parks in Kildare Town identified as possible locations for EV charging points but I don't believe these were installed.	-
Top Nolans Car Park	-
Market Square Car Park	-
St. Brigids Square Car Park	-
Bit of a ramble there; my observation on the draft strategy is we should include a conversation around electric vehicle's charging points and/ or mobility hubs.	We have included a line about the provision of council funded EV charging points in Kildare Town that will be subject to a KCC EV charging strategy.



5.10 Climate Action Officer Kildare Co. Co. Submission & Response

Climate Action Officer Kildare Co. Co. Submission Text	Kildare Co. Co. Response
Appreciate the chance to comment. Overall the documents are welcome and I can see the background work and progression of the findings throughout. Some areas need strengthening and while detail in a strategy is not always needed aspects may need to be referenced to increase the quality and usability of the report.	-
The comments below are from not only a Climate Action view point but also readability/visual aspect:	-
<u>Readability/Visual items:</u>	-
Page 12 fig. 1.1 add diameter or radius measurements to the circles to give the reader a sense of scale, also to be undertaken in draft consultation summary document. North point may also be considered.	Will incorporate this change in the final version of the transport strategy
Some of the maps are dark and others are light in colour, can the image quality be improved possibly?	Will incorporate this change in the final version of the transport strategy
Figure 2.2: Core Strategy Map of the Kildare County Development Plan 2017 – 2023 – should Kildare town be highlighted perhaps by a box around it?	Will incorporate this change in the final version of the transport strategy
<u>Climate Action Items:</u>	-
Add reference to IPCC report – we as a nation have official recognised the Biodiversity and Climate Crisis as has KCC.	Will incorporate this change in the final version of the transport strategy
Page 13, 2.1.1.3 add Climate Action & Low Carbon Development (Amendment) Act 2021	Will incorporate this change in the final version of the transport strategy
Kildare County Council Climate Change Adaptation Strategy 2019-2024 and Covenant of Mayors (CoM's) etc could be used to strengthen the Climate Mitigation/Adaptation/Action requirements. Goal 2 of the strategy focuses on Infrastructure and the built environment. Note the Sustainable Energy Climate Action Plan/Climate Action Plan (SECAP/CAP) combined document will most likely replace the strategy. SECAP/CAP required under CoM's and CAP under the Climate Action & Low Carbon Development (Amendment) Act 2021.	Noted
Consider not only improvements in the permeability and accessibility in the built environment but also in the public transport mode types and facilities – eg. Can bicycles be easily accommodated on trains/buses etc. to enable complete commuting experience in an environmentally friendly manner, can buggies & wheelchairs etc. gain access? storage needs met? In New Zealand buggies can be stored on the exterior (front) of the tram/bus – simple hook system from what I remember. Have the strategy potentially suggest a forum perhaps to consider the needs of people to be able to use transport modes effectively eg. Cycle to bus/train, can store bicycle on site or take with them easily, arrive at Kildare and then how get to next point – walk, cycle, shuttle bus? Storage of bikes etc when get to destination? Are the facilities available to make this a reality - Amsterdam for example.	Means to transport bicycles and buggies on public transport has not been considered as part of this transport strategy and would be seen as a wider issue to be considered nationally rather than just for Kildare Town. However, bicycle parking has indeed been considered for Kildare Town to allow people to cycle to the bus stop / train station and travel onwards. This is discussed in Section 11.2.4 of the Transport Strategy Report.
Nature Based Solutions and Thinking Green: All new/redesign of existing infrastructure needs to take into consideration further aspects to reduce Green House Gas emission – green procurement, use of existing where possible etc and incorporate green corridors. This can be an array of items from simple planting and drainage schemes (SuDS/Swales) for biodiversity and other nature based engineered solutions such as rain gardens with planting to filter the water runoff. It can make for a wonderful intersection between hard surface elements and the public realm and have a function - https://www.nigeldunnett.com/grey-to-green-2/	This will be included in Section 14.2: Future Planning Principles to Support Strategy



Climate Action Officer Kildare Co. Co. Submission Text	Kildare Co. Co. Response
<p>Wonderful to see permeability routes being opened up and utilised as main elements to encourage alternative transport modes. Need to encourage this element perhaps with the help of planning/Parks/public realm/failte Kildare and others. Maybe suggest collaborations with other partners in the strategy?</p>	<p>The purpose of this document is to identify future transport projects that will bring benefits to Kildare Town. It will be up to KCC as a whole to develop these projects and identify which departments will collaborate and be responsible for each measure. This issue is considered to be outside the scope of the transport strategy.</p>
<p>Given the biodiversity/climate crisis and the thresholds set in the Climate Action & Low Carbon Development (Amendment) Act 2021 requiring Carbon emissions to be reduced by a 51% by the end of 2030 and carbon neutral by 2050 could the strategy evaluate the potential reductions that it's proposed vision would accomplish in comparison to the potential timeline of the works proposed. This would give greater credence – suggest funding needed and speed of enacting the elements to achieve the targets set.</p>	<p>We will include a biodiversity / climate change Section within Section 4.2: Future Planning Principles to Support Strategy.</p> <p>With regards to funding, this is a matter for particular projects at the time. It will be a function of project group, business case, etc</p>
<p>Modal Shift - Transport modes are transitioning to active travel - walking, cycling including cargo bicycles and electric in many cases from electric bicycle, segway/hover boards, electric scooters, eV's etc and also potential bio-fuelled or Hydrogen fuelled heavy goods vehicles and some electric buses/trains potential (range could be an issue for Kildare) ie. a multi-modal shift and usage pattern, how with the strategy accommodate all these modes which are increasing in use on the existing infrastructure while the works are be planned and programmed? Basically transition period. Can we think outside the box similar to the successful public plaza on the square in the town centre? Perhaps path repairs and 'parking' areas for the various modes with charging points, bio-fuel outlets and electric chargers at existing petrol stations and rental/storage areas for say ebikes could be provided given the amount of tourists that visit Kildare (in a normal year) but don't have their own transport.</p>	<p>Future mode share targets will be included in the final based on implementation of the strategy.</p> <p>Other issues raised here are outside of the scope of the strategy.</p>
<p>Tourism - Could a tour bus be provided to connect the various destination sites that tourists want to visit with the Heritage Centre being used as the hub of the operation be considered. It could be a viable business and more environmentally friendly than using Dublin as a base or renting individual cars. Many of the tourist are young/old and either don't wish to drive or can't afford to drive (insurance) a hire vehicle.</p>	<p>This is an interesting idea however tourism is considered to be outside the scope of this transport strategy.</p>



6.0 Public Consultation - Submissions & Responses

This section presents comments from the Public and Residents Associations regarding the draft Kildare Town Transport Strategy. The comments and responses are grouped by transport type (public transport, permeability, cycling, roads and parking). There is also a table for general comments which do not fall under a specific transport strand. In the case of comments relating to specific permeability links, many issues raised were common to different submissions. As such, all the issues raised for a particular permeability links are summarised and one response given to cover all points.

Public Transport	Reference	Kildare Co. Co. Response
The cost of commuting by train is exorbitant. Round trip day return Greystones to Dublin Connolly is 11:20. Kildare Town to Dublin Heuston is 18:00. Why such a ridiculous price discrepancy for a similar journey?	Misc	This is outside the scope of the transport strategy. However, we will refer your observation to the NTA.
I am objecting to PT 4.	PT4	Noted
think its a great idea about moving the train station and more bus services for the town. I am really enraged with the term, unnecessary car trips into the town. If I have to head up the town , its never unnecessary, there is a purpose.	Misc	Noted. However, the transport strategy does not propose to move the train station. This was an option which was assessed but discounted.
I think we are lucky enough to have a very good public transport service in Kildare Town. I think as part of this Transport Strategy it is important to highlight areas that rate highly as well those lacking. In the case of Kildare Town I find the options to be fairly varied and comprehensive. One thing I would highlight is that a once off daily train ticket to Dublin is far too expensive (I think it is €12 or so?). I know there is an off-peak rate which is slightly cheaper but this should be much cheaper. It should be absolutely incentivised to make off peak single journeys price attractive. I would like to see the charge being €5 which would be on a par with the Dublin Coach journey to Dublin.	Misc	This is outside the scope of the transport strategy. However, we will refer your observation to the NTA.
There needs to be a bus stop at Ruanbeg / Chapmans garage. This especially important when travelling late at night. It's not safe for women etc having to walk back from the town when there is no need for it..	Misc	New bus stops have now been added to the transport strategy in this area.
We need more trains to Dublin, every hour isn't good enough	PT7	This has been included as a measure in the transport strategy.
I found the Public Transport measures considered to be all positive in the development of Kildare Town. The rail service extension of some Phoenix Park Tunnel train services to Kildare town and the extension of the 'short hop' fare zone from Sallins to Kildare town would mean more use of the rail service from Kildare station. Currently commuters travel to Newbridge by car to avail of the Phoenix Park Tunnel train service to Grand Canal dock.	Misc	Noted
No issues	Misc	Noted
We only have one main Bus stop in the town. There needs to be a bus stop at the Chilling/Ruanbeg end of the town and also the Tesco end of the town.	Misc	An additional bus stop is proposed on the R445 near Tesco. There is also a new bus stop now proposed on the R445 near Chapman's garage as a result of feedback from this consultation process.
Public Transport for Kildare Town is actually very good.	Misc	Noted



Public Transport	Reference	Kildare Co. Co. Response
Firstly it is great to see a strategy in place in regard to transport though scepticism is present for some of the measures, namely, improving train transport. Kildare Town has long been a commuter town, however, it has been waiting on an improved train service in terms of frequency and cost for more than a couple of decades. it would be great to see it improved for the next generation who may wish to have wider access to further or higher education and employment than the town has to offer.	PT7	Noted
I would like to see more direct rail connectivity between Kildare and cities like Cork and Galway. This would involve more train stops in Kildare station to both those cities.	Misc	This is outside the scope of the transport strategy. However, we will refer your observation to the NTA.

Cycling	Reference	KCC Response / Action
More cycle lanes need to be put in place	Misc	Noted, this has been identified by the transport strategy and we will work to put these cycle lanes in place
Not enough cycle lanes	Misc	Noted, this has been identified by the transport strategy and we will work to put these cycle lanes in place
Dedicated cycle paths, recreational MTB trails	Misc	New cycling infrastructure has been identified as part of this transport strategy. The exact type of cycle lane will be determined at the detailed design stage of each new cycle link
The traffic lights on the railway bridges do not allow enough time for cyclists .	Misc	Noted. This comment has been referred to the traffic control section in Kildare Co. Co.
The existing cycle path works around the secondary school. Maybe extend out to curragh on Rathbride and Melitta Rd. As for the town centre, move school out to allow the safe cycle paths for children.	Misc	Cycle links have been identified for the Rathbride and Melitta Rd. as part of this transport strategy, they will link to a proposed greenway out to the curragh. Moving the town centre schools out of the town centre was not considered as part of this transport strategy.
I cycle a lot and I believe only the main roads/streets should be targeted for possible cycle lanes. i.e. Dublin Road/Hospital Road Town Centre to Tesco/Kildare Village Town Centre to Train Station Town Centre to the schools on Melitta Road Town Centre to the secondary school on Dunmurry Road To put in a cycle lane anywhere else is a waste of time and resources and also at the expense of other travel options	Misc	The purpose of the transport strategy is to create a network of interlinked cycle paths to connect residential areas to key trip attractors such as schools and the train station. Providing cycle lanes just from the town centre to other trip attractors misses the opportunity to provide links directly from where people live.
In my view, this is critical to reduce traffic and incentivise children to cycle to school as well as other cyclists. It is a pity to see the majority of the measures are medium to long-term.	Misc	Noted
I would like to see the inclusion of the Rathbride Road R415 to have consideration for cycling measure. This facilitates people cycling to the Curragh and Kildare Town Soccer club	Misc	This will be included in the final version of the Kildare Town Transport Strategy



Cycling	Reference	KCC Response / Action
Do not want cycle way through Drumcree Court	Perm 8	A permeability measure has been identified in the Kildare Town Transport Strategy for Drumcree Court (Perm 8). The exact type of this link (pedestrian only or pedestrian and cyclist) will be determined at detailed design stage
laws on cyclists wearing helmets need to be enforced cyclists and car drivers need to be informed better as to rules of the road and allowing for cyclist on the road	Misc	Noted, this is outside the scope of this transport strategy
Cycling paths should only be considered in the following cases (in my opinion): Core routes to the town centre from the main residential areas Routes to schools Placing cycle paths on orbital or relief routes should not be considered unless they are on segregated pathways.	Misc	Noted, the exact type of cycling infrastructure for each new link will be determined at detailed design stage
CYCLING: While the proposals to improve cycling facilities in the town are welcome and badly needed, I see no reference to the Rathbride Road railway bridge. For a cyclist, the traffic lights to not give sufficient time to cross the bridge before the oncoming traffic is given a 'green' while results in the cyclist facing on-coming traffic. In addition, the northern ramp of the bridge is quite narrow and there is no room for a bicycle to pass a truck so this can be quite dangerous. As a consequence, many cyclists use the footpath endangering pedestrians. This bridge needs to be replaced or widened to include a cycle lane in each direction.	Misc	Comments in relation to the timing of traffic lights on Rathbride Road railway bridge are noted and have been referred to the traffic control section in Kildare Co. Co. It is proposed as part of this transport strategy to provide a northern entrance to the railway station (PT5). This will give cyclists cycling from the northern section of the town to access the train station without having to cross Rathbride railway bridge. In addition, there is a new active travel bridge proposed (C53) to the east of Rathbride railway bridge to give cyclists an alternative to the existing bridge.
c.1 better cycle ways should be put in on main dunmurray road to school.	Misc	This has been identified as part of the Kildare Town Transport Strategy (measures C14 and C15)
I'd like to have a save cycle-path for the children to go to school. Why don't you open the path between KTEDNS & Ruanbeg Manor, so they can cycle straight across town, without being near a busy road? And add cycle lanes in general: Curragh road over to melittta road Way to the National stud Road to the new GAA grounds (very annoyed about this)	Misc	A cycle link has been proposed to link Ruanbeg Manor with the KTEDNS, please see cycle measures C29 and C30 in the Kildare Town Transport Strategy. Please refer to Figure 14.6 in the Kildare Town Transport Strategy for cycle links identified for the Melitta Road, to the National Stud and the Kildare Town GAA club.

General Comments	Reference	KCC Response / Action
Too many housing estates being approved for construction without proper infrastructure. Schools at peak capacity, GP's not taking new business. In addition the small town is incapable of dealing with the future traffic build up.	Misc	Noted. Future growth of Kildare Town has been considered in detail in this transport strategy and has been incorporated into the traffic model. Future development areas have been identified and appropriate walking and cycling infrastructure has been identified to link these areas to the town centre and other amenities in Kildare Town. Schools and GPs are outside the scope of this transport strategy



General Comments	Reference	KCC Response / Action
Kildare town is supposed to be a heritage town. No thought gone into the road/paths design. Neither is anything finished to safe and heritage standard... the esb box on chapel hill is an eyesore. Market stalls are too big and a danger to traffic safety on thursdays... why dont they have a 10x10 ft (or pref smaller) max stall size? Why are they allowed take up 3 car park/road spaces? Kildare town looks like its a free for all... no rules, safety is an issue...	Misc	Noted, this comment has been referred to the Kildare-Newbridge Municipal District Office
The lack of forethought and awareness(especially after the huge increase in population since 2011,and looking forward 10 years and more to the population growth which will require more shops, medical centres,creches,schools,clubs,day centres and social clubs),is staggering in this proposal. The guts of this proposal is out of date now for the current house building that's been authorised, much greater attention to future needs is required.	Misc	Future growth of Kildare Town has been considered in detail in this transport strategy and has been incorporated into the traffic model. Future development areas have been identified and appropriate walking and cycling infrastructure has been identified to link these areas to the town centre and other amenities in Kildare Town
Generally I find this draft report to be of poor quality and as a waste of public funds. One conclusion that I can draw from it is that with regards to roads, the best solution is to leave things as is.	Misc	Noted
Powered scooters on footpaths a danger - they need legislation -helmets, insurance etc	Misc	Noted, legislation for scooters is outside the scope of this transport strategy
Firstly the plan is hugely aspirational, and it will take a major effort to sell and get all on board.	Misc	Noted
I notice a very small number of respondents to the survey which was held during a pandemic period and I am not sure of how representative of the community it was.	Misc	Noted, the transport strategy was advertised through newspapers, social media and on the bus shelter in Market Square and ran for a period of 4 weeks. There were also copies of the draft transport strategy available to read at the Kildare Town library and Kildare Town Heritage Centre.
Another observation I have is that during the past year is that when improvements or otherwise experiments were made on Academy Street and other works around the White Abbey, was the amount of concrete was used. Kildare is a Historical Town and the use of single use material such as concrete is a bit excessive. Why not reusable paving slabs or cobble paving for instance. It's use would make for much easier maintenance or repair, and more pleasing or astatic.We won't mention or comment the no. of times a certain path was laid, lifted and relaid last summer.	Misc	Noted, materials used for individual measures will form part of the detailed design process
I would like to contribute to a more detailed discussion if possible on many aspects of the draft plan before it goes to a further stage. There are many good ideas in the plan but you should also consider local interest and knowledge.	Misc	Each measure identified in the transport strategy will undergo further design and consultation before being implemented, giving opportunity for detailed discussions on the design
The Meadow Road - Old Dublin Road junction is a nightmare to cross. Traffic calming measures and a Pedestrian Crossing at Kildare house hotel is needed.	Misc	Noted, this comment has been referred to the Kildare-Newbridge Municipal District Office
School runs a major problem in Kildare Town	Misc	Noted, please refer to Section 10.5 of the Kildare Town Transport Strategy which discusses a review of school drop-off facilities
All major estate or private development building should take place on the development site to limit impact on traffic and inhabitants	Misc	Noted
all new developments should allow for updating of current infrastructure - loss of opportunity to widen footpath at Meadow Road along side old convent etc	Misc	Noted



Roads	Reference	KCC Response / Action
<p>Regarding RD4 (making Meadow Road one way, east to west).</p> <p>This would be a disaster. I'm astonished that this proposal is being taken seriously. I have read both the Public Consultation Draft Report and the Public Consultation Summary and fail to see any credible logic or rationale for this 'improvement'.</p> <p>Let's have a little look here. In section 9.5.6 of the Draft Report the following option is discussed:</p> <p>Option 6: One-Way Westbound System on Meadow Road In this option, a one-way westbound system is implemented on Meadow Road to reduce traffic volumes and facilitate improvements to the infrastructure for active modes (Figure 9.16).</p> <p>This wonder of consultant jargon contains no basis, proof or in depth analysis of how this may 'facilitate improvements'. 'To reduce traffic volumes' - this might be true on Meadow Road itself but what is the consequence of this? The traffic has to go to the town centre instead. Brilliant.</p> <p>Some points to make, if I may: I walk this road 3-4 times a week, I cycle it often and I also drive through it in both directions. The road is narrow near the Kildare House Hotel but this has the benefit that motorised traffic must proceed cautiously. Speed is low due to the nature of the road. There is a footpath on both sides for the most part and on one side for the whole length of the road. I have never encountered an accident or felt unsafe on this road when driving, cycling or walking.</p> <p>Making this road one way (east to west) would force traffic coming from routes south of the town and from J13 of the M7 to go right through the town centre if they wish to go east. This is exactly what you should not be doing. The proposed link road from Oaktree Road to Hospital Road (if built at all) would not be a suitable alternative south/west to east route as it travels right through a housing estate.</p> <p>If you take the trouble to read your own summary, you will see that 80% of submissions received have cited reduced traffic through the Town Centre as either extremely, very or moderately important. Yes that is 80% (see Stage 1 Public Consultation). If Meadow Road is made one way you are (a) ignoring the requests of 80% of all submissions (b) not providing any concrete rationale for this decision (c) rerouting traffic through the town centre which is the absolute opposite of what should be done.</p> <p>Meadow Road is fine as it is. It has been widened slightly and improved as a consequence of the new Oak Tree housing estate. I find it hard to believe that this is actually being proposed. It belittles the entire process and I suggest that perhaps a second opinion should be sought instead from real professionals.</p>	RD4	<p>The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasingly important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor.</p> <p>Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p>
<p>Roundabout at McLaughlin's/Lidl entrance, keep current roundabouts clear of high growth so you can see if traffic is coming</p>	Misc	<p>Noted, comment referred to Kildare-Newbridge Municipal District Office</p>



Roads	Reference	KCC Response / Action
<p>RD4 - proposal to make Meadow Road one way</p> <p>Why would you do this? It makes no sense.</p> <p>Road Objective 1 is to "Reduce unnecessary vehicular trips through Kildare town centre." but making Meadow Road one way will force traffic to the town centre.</p> <p>This is such a bad idea. Please don't do this.</p>	RD4	<p>The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasingly important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p>
<p>When granting planning permission for housing estates they should be interconnected so you could drive through one to get to another. This would open up many multiple driving routes options and cut down drastically on traffic on the main roads.</p> <p>In order to achieve this the architectural "grid plan" should be used when designing house estates.</p>	Misc	<p>Noted. Permeability links between housing estates will be designed for pedestrian and cyclists only. It is not to facilitate passing vehicles through residential areas.</p>
<p>RD4 Meadow Road</p> <p>I do not agree with the proposal to make this Road one way because it will reduce accessibility and cause more problems than it solves. I think it is a very bad idea.</p>	RD4	<p>The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasingly important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor.</p>



Roads	Reference	KCC Response / Action
		Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.
Lots of pot holes in the winter. Need to change my tyres at least once a year due to bad roads	Misc	Noted, comment referred to Kildare-Newbridge Municipal District Office
Have they considered a round about at the junction at Apache Pizza? This is a big problem with traffic turning right onto Melitta Rd.	Misc	Noted, comment referred to traffic control section of Kildare Co. Co. It is also noted that roundabouts are generally not suitable for cyclists and pedestrians.
<p>RD4: I think the option to change Meadow Rd (Bóthar Cluaín) is poorly thought out and has no immediate advantage. This road already has a footpath, is plenty wide enough for two cars and does not need a cycle lane (I say this as a cyclist myself). It is narrower at the top of the road but this is not a problem nor ever has been.</p> <p>I do get the feeling that this proposal has been concocted purely to have some plan in place for the eastern side of the town. It's as if the consultants thought "Oh we better come up with something here, anything at all but something".</p> <p>It's an ill informed proposal and I would be against it.</p> <p>RD1: Again this seems to be another concocted idea. I don't see any benefit in doing this at all. Until recently the Southgreen bridge was two-way and now you are proposing to make it two way again? It should have been left as two way all along. I fail to see the benefit of closing the Old Road Bridge to traffic either.</p> <p>RD2: Construction of Northern Link Road. Yes please, the sooner the better. However your summary/report states there is no reason to consider a road from the north of the town to the east of the town because there are no residential areas there. This is a very poor (and unprofessional) point of view. Using this logic one could argue not to build a road from Dublin to Cork because there is nobody living in between. There should be forward planning for a road that (a) goes from the west (Monsaterevin Road) to the the north (Rathbride Road) and from the north (Rathbride Road) to the east (Dublin Road). Just because there are no residential areas there does not mean a road is not required through it.</p>	<p>RD4 RD1 RD2</p>	<p>RD 4: The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasing important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p> <p>RD 1: This measure proposes the replacement of Southgreen Bridge, removal of the signals and improvements to approach roads to facilitate two-way traffic, increased capacity and reduce delay for vehicle users. This extra road capacity is required to cater for additional traffic from the new residential developments zoned to the north-west of the town as well as traffic diverted from the closure of Old Road. The closure of Old Road Bridge will allow for the creation of a high quality walking and cycling route from the new residential development areas to the north-west to the town centre. The closure of Old Road Bridge is integrated into the cycling and walking network strategies to deliver improvements for active modes along this corridor. However, the closure of Old Road Bridge will not occur until the replacement of Southgreen bridge takes place.</p> <p>RD 2: The creation of an eastern distributor road was considered in the transport modelling process conducted in the development of the transport strategy. It was determined that an eastern distributor road would duplicate the strategic role of the Magee Barracks Roads in connecting traffic on the Melitta Road and the R445.</p>



Roads	Reference	KCC Response / Action
		<p>Therefore it was determined that an eastern distributor road is not required over the lifetime of the transport strategy but this route was retained as a 'protected road corridor' which will ensure that this road can be delivered in the future if it is required once the town has grown significantly.</p> <p>Similarly, a north-western distributor road has been retained as a protected road corridor which could connect the R445 with the R415 in the future once the town has expanded to the north-west sufficiently to justify a new orbital route in this location.</p>
<p>Roads are being downsized and becoming more dangerous as people avoid traffic light junctions around town. No thought put into this. Junction at the old weightbridge at park is not wide enough for car/lorries/bikes/emergency vehicles.. path too wide and road dangerous with blind spot at junction... again no thought for school traffic, busy junction at peak hours....</p>	Misc	Noted, comment referred to Kildare-Newbridge Municipal District Office
<p>RD1 & RD4 (One way Meadow Road and closure of Old Road)</p> <p>I would be against these proposals as they do nothing to improve traffic circulation or enhance Kildare Town for motorised traffic, cyclists or pedestrians. Rather it will cause diversions of traffic through already congested arteries, especially the town centre which absolutely should be priority number 1. That's where separate spaces should occur (cycle lanes, enhanced pedestrian facilities).</p> <p>Meadow Road should be maintained as it is because it is a very useful inner relief road. Making it one way is a crazy idea.</p> <p>RD2, RD3 & RD5</p> <p>I would be in favour of these proposals. However I think there are far too many traffic lights in the town. Simpler four way stops (like those used in Holland and Germany) would be far better, cheaper and aesthetically pleasing.</p>	RD1 RD4	<p>RD 4: The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasingly important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p> <p>RD 1: This measure proposes the replacement of Southgreen Bridge, removal of the signals and improvements to approach roads to facilitate two-way traffic, increased capacity and reduce delay for vehicle users. This extra road capacity is required to cater for additional traffic from the new residential developments zoned to the north-west of the town as well as traffic diverted from the closure of Old Road. The closure of Old Road Bridge will allow for the creation of a high quality walking and cycling route from the new residential development areas to the north-west to the town centre. The closure of Old Road Bridge is integrated into the cycling and walking network strategies to deliver improvements for active modes along this corridor. However, the closure of Old Road Bridge will not occur until the replacement of Southgreen bridge takes place.</p> <p>Traffic lights: The addition of traffic lights in certain strategic locations, such as the Northern Link Street, will allow for the management of traffic flows to minimise delays and provide safe crossing points for walkers and cyclists.</p>



Roads	Reference	KCC Response / Action
		The RD5 measure to update signals to MOVA/SCOOT will also allow for more effective management of signalised junctions in the future and this will also create the necessary infrastructure to deliver bus priority at junctions to enhance public transport access to the town.
Roads need to be properly resurfaced most of them are in a shocking state	Misc	Noted, comment referred to Kildare-Newbridge Municipal District Office
I would like to register my strong objection to proposal RD4 (to make Meadow Road one way). This would mean that I would have to travel to the town centre every evening instead of through Meadow Road. I don't want to go to the town centre and I would much rather avoid it. I don't think it is a good idea at all as I am sure many other people would also be affected in the same way. It is a very bad idea.	RD4	<p>The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS).</p> <p>Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasing important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p>
It is not clear on the plan if Bride Street is closed does this mean that there is no vehicle access to the square?	RD3	Vehicles will be able to access and travel through the square via the road on the eastern side of Market Square
The areas North of the railway desperately need another bridge to alleviate congestion and allow a safe passage for pedestrians, cars, buses, agricultural vehicles, large trucks, construction traffic, and, of course, equine transport.	Misc	Noted, it is proposed to replace the Southgreen Road bridge to accommodate two-way traffic as well as improvements to the approach roads
<p>RD4 Meadow Road One Way</p> <p>I live close by and am totally against this idea as are any of the neighbours that I have spoken to (although this submission is on behalf of myself only).</p> <p>This will be very inconvenient, is not needed, is not wanted and has more disadvantages than advantages.</p> <p>Traffic will be forced instead to the town centre which surely is a terrible idea.</p> <p>How can making this road one-way (reducing its effectiveness/capacity/usefulness) be considered an improvement?</p> <p>Please discard this option at your earliest convenience as it is not worth the paper it is written on.</p>	RD4	<p>The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasing important as the Magee Barracks development is completed to the east.</p>



Roads	Reference	KCC Response / Action
		<p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor.</p> <p>Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p>
<p>Reference: RD4 Meadow Road/One Way</p> <p>I am writing to you to indicate my opposition against this proposal. My worry relates to the limiting movement of this proposal. I am a mother of two young children who has lived all my life in Kildare Town. As you can imagine I need to bring my children to school, dance classes, sports events etc. and I really don't think is the best option as it will make transiting the area more difficult. Unfortunately in Kildare Town there are few streets and it makes accessibility difficult as it is. Making this change will only worsen the situation.</p>	RD4	<p>The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasing important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p>
<p>Inner and outer link roads for the main roads of the town. R415 R413 R445</p>	Misc	<p>Noted, please refer to Section 9.8.5 of the Kildare Town Transport Strategy</p>



Roads	Reference	KCC Response / Action
<p>RD4 - Meadow Road, One-way system on Meadow Road running east to west</p> <p>This proposal is absurd and contradicts the councils own road objectives, specifically objectives number 1 and number 3.</p> <p>Road Objectives</p> <ol style="list-style-type: none"> 1. Reduce unnecessary vehicular trips through Kildare town centre. 3. Reduce vehicular emissions in town centre by promoting mode transfer to sustainable travel modes. <p>If this road is made one-way there will be extra unnecessary vehicular trips through Kildare town centre as traffic will be forced to take that route instead This will cause extra emissions in the town centre It will also aggravate the traffic mix in the town centre, causing more congestion and conflict with pedestrians and cyclists.</p> <p>Frankly, I'm astonished that this is been given serious consideration.</p> <p>Has this been given credence as it would be a cheap and quick implementation and would give the impression that something is being done? If so, it would be without due regard to any real benefit, would cause more problems and directly contravenes the councils own policies.</p> <p>The mid to long term plan to have a link from Oak Tree Estate (Cunnaberry Hill) through to the Health Clinic on Hospital Road should not and could not be considered as a future alternative as it passes through a housing estate.</p>	<p>RD4</p>	<p>The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasing important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p>
<p>RD 2 Road Construction of Northern Link Street - this should go from east to west (Monasterevin Road to Dublin Road)</p> <p>RD 4 One-way system on Meadow Road running east to west - this is a blatant cheap and nasty effort to appear to be doing something, It fulfils NONE of the Road Objectives mentioned below and will cause more traffic in the town centre.</p> <p>RD 5 Road Upgrade signalised junctions to MOVA or SCOOT as appropriate - a far better approach would be to remove/replace traffic signals and replace junctions with four way stops as per Europe. The town is blighted with traffic lights. Compare Port Laoise as a town where traffic management is done right.</p> <p>RD 3 Road Closure of Bride Street section of Market Square to vehicular traffic - I have a neutral opinion on this idea, I don't think it will result in a huge improvement but worth a try as a temporary measure first to gauge impact.</p> <p>RD 1 Road Closure of Old Road Bridge to vehicular traffic - this appears to be a vanity project with no real advantage. Why bother? The area is too remote/isolated to be of major benefit to cyclists or pedestrians.</p> <p>Road Objectives</p> <ol style="list-style-type: none"> 1. Reduce unnecessary vehicular trips through Kildare town centre. 2. Mitigation measures to improve road safety and eliminate collision hotspots. 3. Reduce vehicular emissions in town centre by promoting mode transfer to sustainable travel modes. 4. Provide recommendations on the future road schemes required to meet capacity requirements and changing travel patterns. 5. Review existing road plans in the LAP to identify the most appropriate traffic solutions which will support the delivery of the multi-modal strategy 	<p>RD1 RD2 RD3 RD4 RD5</p>	<p>RD 2: The alignment of the Northern Link Street was determined by a previous detailed study which identified the preferred alignment to provide for a western route to reduce traffic in the town centre. This detailed study went to public consultation to determine the preferred alignment for the Northern Link Street and this version is used in the Kildare Town Transport Strategy. Transport modelling conducted as part of the transport strategy reconfirmed the positive impact of the Northern Link Street on the transport network, as it provides a western bypass of the town centre which would reduce traffic volumes on the main street. A northern orbital road from the Monasterevin Road to the Dublin Road is not required until the town has significantly increased in size and population. The transport strategy provides for an eastern bypass of the town centre through the Magee Barracks Roads and a western bypass through the Northern Link Street, which will improve vehicle access across the urban area, and these interventions are considered to be at an appropriate scale for Kildare Town.</p> <p>RD 4: The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasing important as the Magee Barracks development is completed to the east.</p>



Roads	Reference	KCC Response / Action
		<p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p> <p>RD 5: The addition of traffic lights in certain strategic locations, such as the Northern Link Street, will allow for the management of traffic flows to minimise delays and provide safe crossing points for walkers and cyclists. The RD5 measure to update signals to MOVA/SCOOT will also allow for more effective management of signalised junctions in the future and this will also create the necessary infrastructure to deliver bus priority at junctions to enhance public transport access to the town.</p> <p>RD 3: Noted</p> <p>RD 1: This measure proposes the replacement of Southgreen Bridge, removal of the signals and improvements to approach roads to facilitate two-way traffic, increased capacity and reduce delay for vehicle users. This extra road capacity is required to cater for additional traffic from the new residential developments zoned to the north-west of the town as well as traffic diverted from the closure of Old Road. The closure of Old Road Bridge will allow for the creation of a high quality walking and cycling route from the new residential development areas to the north-west to the town centre. The closure of Old Road Bridge is integrated into the cycling and walking network strategies to deliver improvements for active modes along this corridor. However, the closure of Old Road Bridge will not occur until the replacement of Southgreen bridge takes place.</p>
<p>Regarding RD4 - One way system on Meadow Road. I live in Oaktree Avenue and I would be directly affected by such a change. I would not be one bit happy about this as it would force me to go all around to the town centre and back out again in order to get to Lidl by car.</p> <p>Those most affected by a change like this would be those living here in Oaktree. This will cause major inconvenience without any benefit. The consultants/councillors who came up with this idea who are sitting at their desks will not be affected by this change. Everybody in this housing estate should be given the direct opportunity to decide whether or not they want this change - not some consultant/councillor following some textbook guidelines.</p> <p>This is a very unpopular proposal. It is cheap and nasty. I hope many similar minded people to myself will oppose it.</p>	RD4	<p>The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasingly important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it.</p>



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		It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.
<p>Code: RD1 I've reviewed the documents on the proposed Kildare Town Transport Strategy. I have a couple of queries in relation to it:</p> <p>1. Figure 9.11, Option 2: Northern Link Street (also figure 9.30 and 9.31): White Abbey Road and Pigeon Lane are shown as being one way. There is no highlighting of Friary Road between these two roads. Does this mean it's intended to leave Friary Road as a 2-way street? If so, this would be seriously amiss. This street is much narrower than either Pigeon Lane or White Abbey Road southbound. At the moment, large vehicles such as tractors and HGV lorries take up the full driving width of the road and 2 cars cannot pass in opposite directions without one car stopping and pulling into the side. Also, there is no footpath along the side of the road where the houses are. Can you please confirm that this section of Friary Road will be included in the one-way plans.</p>	RD1	Noted - this will be considered as part of the detailed design phase for this project.
<p>2. Section 9.5.2.1, pg. 87: It is stated the junction at the top of Pigeon Lane is to be redesigned. At present there are traffic lights at this junction which have greatly improved the safety for pedestrians and the residents of Friary Road. Will any redesign of the junction take the safety of the residents and pedestrians into account to the same level? Given the lack of footpath outside the houses on Friary Road, it is imperative that any changes do not reduce the safety of those living along the road.</p>	Misc	Noted - this will be considered as part of the detailed design phase for this project.
<p>RD 3 The development of the town square through road closure/lessening of traffic will be interesting to explore as it is developing into an area of great community and social interaction.</p>	RD3	Noted
<p>RD4 Meadow Road One Way I only heard of this proposal recently and straight away got onto this website to express my alarm and opposition. This is one of the most senseless ideas I have ever heard. I work near Dublin and due to poor public transport options have no option other than to drive. If this change is made I will have to go through the town centre every single time that I need to go to work. Surely this is counter productive. It certainly has a negative impact on me and I'm sure many other voiceless people (who are not aware of this proposal) would feel the same way. If I have to beg to have this proposal cancelled then that's what I will have to do. Life is difficult enough at the moment without making the journey to and from my workplace even harder.</p>	RD4	<p>The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasingly important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users.</p>



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		<p>The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p>
<p>RD4 Meadow Road</p> <p>This is the one that caught my attention. I am an avid cyclist and even I fail to see the logic in making this road one way (is it for cyclists?). This appears to be a quick fix approach and will cause a reduction in access for locals and those trying to avoid the town centre alike.</p> <p>No changes should be made until proper, viable and sustainable alternatives are made available.</p> <p>This is a really bad and poorly thought out idea.</p>	RD4	<p>The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably. The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasingly important as the Magee Barracks development is completed to the east.</p> <p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p>
<p>I am a resident of White Abbey Road and my question is what is the level of traffic expected to come down that road.</p> <p>There has been significant traffic in recent months and traffic on Priests lane is often dangerous.</p> <p>Will the one-way system alleviate this and if so how?</p> <p>Can you please let me know what modelling has been done to estimate the level of traffic on the White Abbey Road?</p> <p>The roads are already dangerous due to the increased volume of non-resident traffic and pose a risk.</p> <p>What kind of analysis are you doing to evaluate this?</p> <p>It is a query coming from a few of us from my neighbourhood on Friary Road (White Abbey Road). It specifically refers to what modelling is being done to predict the level of traffic that these roads will take on.</p>	RD2	<p>The draft transport strategy was modelled to estimate the impact of the new road measures on traffic flows across Kildare Town. This showed that traffic volumes reduced significantly on White Abbey Road once the one-way southbound system is implemented with most traffic diverting to the Northern Link Street to the west. Traffic transfers to the Northern Link Street because this provides a higher capacity, two-way, route which is more efficient for drivers to use. Decreased traffic volumes on White Abbey Road should increase safety for pedestrians on the street as well as reduce local noise, emissions and severance issues.</p> <p>Please refer to Volume 2 of the Kildare Town Transport Strategy and specifically, the reports relating to the VISUM strategic traffic modelling. These reports outline in detail how the traffic model was constructed, what assumptions were made and how future year traffic and road interventions were modelled.</p> <p>Please also note that the Northern Link Street project will be subject to a detailed design stage, with a Part 8 planning process. This will include consultation with the public where your concerns will be considered in further detail.</p>



Roads	Reference	KCC Response / Action
<p>Overall I think the one-way system makes sense but I am concerned about the road's ability to take major traffic and the level of risk that this poses to residences in the surrounding areas. I would have thought that one way and for local traffic only would be a better solution.</p> <p>The roads that are identified for one way both Pigeon Land, White Abbey Road are not built for extra traffic - there has been a steady increase in recent years and it is expected to increase further given the planning permission granted for new housing estates that are north of the Church.</p> <p>The widening of the footpaths didn't help this - accommodating big cars on these roads is dangerous. I was nearly forced onto the path a few months back.</p> <p>There is the issue of non-local traffic not being aware of the tight squeeze that is on all roads in the area.</p> <p>Finally, on my road White Abbey Road, there is another major concern. Last year Academy Road was made one way - this means that there is traffic congestion in the morning onto the main road. If white Abbey was one way this (south) this would mean two one way systems meeting each other on the main road. No good.</p> <p>These are just some of my concerns but I would be happy to chat further, as a resident with kids I know that roads and it is increasingly difficult to exit out of my drive either on foot or by car.</p>		
<p>I think any road improvements should be held off until new infrastructure (i.e. new alternative roads) are in place. There is no point in adding more restrictions, traffic lights, one-way streets etc UNTIL relief roads are built.</p>	Misc	<p>The KTTS provides a comprehensive plan for the phasing of measures to ensure that the necessary infrastructure is in place prior to certain road measures being introduced. For instance, the closure of Bride Street in Market Square will only occur once alternative north-south routes are available via the Northern Link Street or the Magee Barracks Roads. Similarly, the creation of a one-way system on Meadow Road will only take place once an alternative route is available via the Hospital Street - Tully Road link to the south.</p>
<p>I think this report is generally quite poor, not professional and not good value for money. The summary and draft report are littered with standard fare statistical verbiage and consultant lection which when removed leaves very little substance.</p> <p>I would strongly advocate that none of the road measures should be proceed until after a new east-north link road is built. The idea of making Meadow Road one way is just pure folly.</p> <p>In summary, the best approach is to leave things as they are (bad as they might be) because I truly believe these proposals are a waste of time and money and will be counter-productive.</p>	RD2	<p>The creation of an eastern distributor road was considered in the transport modelling process conducted in the development of the transport strategy. It was determined that an eastern distributor road would duplicate the strategic role of the Magee Barracks Roads in connecting traffic on the Melitta Road and the R445. Therefore it was determined that an eastern distributor road is not required over the lifetime of the transport strategy but this route was retained as a 'protected road corridor' which will ensure that this road can be delivered in the future if it is required once the town has grown significantly. Similarly, a north-western distributor road has been retained as a protected road corridor which could connect the R445 with the R415 in the future once the town has expanded to the north-west sufficiently to justify a new orbital route in this location.</p> <p>RD 4: The creation of a one-way westbound system on Meadow Road is designed to facilitate active travel and improved safety for vulnerable road users. The existing footpaths on Meadow Road are very narrow, circa 1 metre on some sections, which is narrower than the minimum 1.8 metre footpath width recommended by the Design Manual for Urban Roads and Streets (DMURS). Furthermore, Meadow Road is an access route to several schools and Bride Street, where DMURS would recommend a wider 3 metre footpath to allow two groups of people to pass each other comfortably.</p> <p>The exact footpath width on Meadow Road will be determined by detailed design, but wider footpaths will allow for groups of pupils and parents to walk to school in safety without straying onto the road. Access to the schools on Bride Street via Meadow Road will become increasing important as the Magee Barracks development is completed to the east.</p>



Roads	Reference	KCC Response / Action
		<p>The closure of Meadow Road to eastbound vehicle traffic is mitigated by the opening of an alternative route via the Hospital Street to Tully Road link to the south which can be used by impacted vehicle users. The creation of a one-way system on Meadow Road is reliant on the Hospital Street to Tully Road link being delivered and this measure will not be implemented without it. It was determined that the impact on vehicle capacity would be limited due to the narrow carriageway width on Meadow Road which means that two vehicles have to slow down to pass each other at present. Reducing the road width to facilitate improved infrastructure for active modes and creating a more efficient one-way vehicle route was deemed to be the most appropriate solution on this corridor. Furthermore, the reduction in traffic on Meadow Road, combined with the transfer of space to active modes, will also facilitate cycling infrastructure for residents to access school and Bride Street.</p>
<p>There are too many traffic lights and street signs in the town. So much street clutter that could be removed.</p> <p>The town needs a proper relief road the Monastervin Road to the Dublin Road (going north of the town) before any other change is made.</p>	Misc	<p>Noted, first comment has been referred to the Public Realm team in Kildare Co. Co.</p> <p>The creation of an eastern distributor road was considered in the transport modelling process conducted in the development of the transport strategy. It was determined that an eastern distributor road would duplicate the strategic role of the Magee Barracks Roads in connecting traffic on the Melitta Road and the R445. Therefore it was determined that an eastern distributor road is not required over the lifetime of the transport strategy but this route was retained as a 'protected road corridor' which will ensure that this road can be delivered in the future if it is required once the town has grown significantly. Similarly, a north-western distributor road has been retained as a protected road corridor which could connect the R445 with the R415 in the future once the town has expanded to the north-west sufficiently to justify a new orbital route in this location.</p>
<p>St. Brigid's park - road should be straightened and green area to front at site of old Toll Bridge should be altered for junction - drivers find it difficult to see toward Fairview and Melitta Road – dangerous</p>	Misc	<p>Noted, your comments have been referred to the Municipal District Area Office.</p>
<p>Overall I find this report to be of low quality that promotes adverse impact. No changes should be made without first undertaking the required infrastructural improvements of providing proper orbital routes that avoid the town centre. With that motorised traffic can be removed from the town centre and subsequently alternatives modes (cyclists, pedestrians, others) can be safely catered for.</p> <p>This report could be summarised as making changes for the sake of changes. It is not a strategy.</p>	Misc	<p>The creation of an eastern distributor road was considered in the transport modelling process conducted in the development of the transport strategy. It was determined that an eastern distributor road would duplicate the strategic role of the Magee Barracks Roads in connecting traffic on the Melitta Road and the R445. Therefore it was determined that an eastern distributor road is not required over the lifetime of the transport strategy but this route was retained as a 'protected road corridor' which will ensure that this road can be delivered in the future if it is required once the town has grown significantly. Similarly, a north-western distributor road has been retained as a protected road corridor which could connect the R445 with the R415 in the future once the town has expanded to the north-west sufficiently to justify a new orbital route in this location.</p>
<p>Also the changes on the Market Square have not yet been tested on a full open period and there was no consultation with what is the most important and major tourist attraction there The Cathedral.</p>	RD3	<p>Noted, this comment has been referred to the Public Realm team in Kildare Co. Co., who are managing the Market Square Project</p>
<p>We also have to remember that Kildare Town is a relieve road for the M7 motor way when something happens on it, as happened last weekend when the Town could not cater for the instant influx of traffic and the southern end choked up. Admittedly it did clear and snarl ups will happen, but the Town can hardly function with the extra traffic and lights that have appeared over the last few years.</p>	Misc	<p>The M7 is a strategic road which carries high volumes of traffic, as with similar towns along the national road network across Ireland, there are times when traffic from the motorway has to divert to a parallel route to allow for emergency services to deal with incidents. It is acknowledged that towns that provide resilience to the national road network, can be impacted by one-off events and the priority in these situations is ensuring the safety of emergency services, and all road users, when dealing with the incident.</p>



Roads	Reference	KCC Response / Action
Yes. There should be no right turn at the traffic lights from market square into Claregate street. A link road from the Dublin road to Melita road is vital.	Misc	The right turn from Market Square to Claregate street at the existing traffic signals will be closed once the Bride Street section of Market Square is pedestrianised. The creation of an eastern distributor road was considered in the transport modelling process conducted in the development of the transport strategy. It was determined that an eastern distributor road would duplicate the strategic role of the Magee Barracks Roads in connecting traffic on the Melitta Road and the R445. Therefore it was determined that an eastern distributor road is not required over the lifetime of the transport strategy but this route was retained as a 'protected road corridor' which will ensure that this road can be delivered in the future if it is required once the town has grown significantly. Similarly, a north-western distributor road has been retained as a protected road corridor which could connect the R445 with the R415 in the future once the town has expanded to the north-west sufficiently to justify a new orbital route in this location.
Round about at Lidl and McLaughlin entrance	Misc	Noted, individual junction improvements are outside the scope of this transport strategy
2. Mitigation measures to improve road safety and eliminate collision hotspots The Old Road and the South Green Road were recently upgraded to accommodate the new road. It's fantastic to have another access road to the school however both roads are not constructed to "improve road safety and eliminate collision hotspots". For such new construction, it is scary that they have been left as is. Turning from the new road on the Old Road has a bend in it is very dangerous as cars have to turn out too far to make the left turn. Then just driving on the South Green Road before and after the bridge is far too narrow. This leads to close calls with other vehicles and school buses.	RD1	Noted, please refer to road option RD1 which will replace the Southgreen Bridge to accommodate two-way traffic as well as improvements to the approach roads. It is proposed to close Old Road Bridge to vehicular traffic in combination with improving the Southgreen Bridge
9.4.2.1 VISUM Results: Bride Street Road Closure in Market Square In 2025 and 2035 with the number of new homes being built, the outer roads that will have to take the diverted traffic will be overloaded.	RD3	Future growth in the population of Kildare Town has been taken into consideration in the traffic modelling of future years. Please refer to Section 9.8.3 for modelling of the combined impact of the roads strategy in Kildare Town in future years.
9.4.2.1 VISUM Results: Bride Street Road Closure in Market Square If Bride street is closed and you leave Market Square open, the cars turning from R445 will have some serious issues. There have been a number of crashes in that exact location over the years. It is great that the Magee barracks will allow a different route for vehicles to use but with the volume of new homes and more vehicles, we need all through town access roads to remain open to accommodate all of them.	RD3	Noted, this is discussed in sections 9.4.3.2 and 9.4.3.3 of the Kildare Town Transport Strategy
9.5.1 Option 1: Closure of Old Road Bridge and Replace Southgreen Bridge What is the point of again bringing new access to different areas of Kildare Town if you are just going to close off another road and make it a cul-de-sac? Especially if the South Green Road improvements have been constructed dangerously.	RD1	This measure proposes the replacement of Southgreen Bridge, removal of the signals and improvements to approach roads to facilitate two-way traffic, increased capacity and reduce delay for vehicle users. This extra road capacity is required to cater for additional traffic from the new residential developments zoned to the north-west of the town as well as traffic diverted from the closure of Old Road. The closure of Old Road Bridge will allow for the creation of a high quality walking and cycling route from the new residential development areas to the north-west to the town centre. The closure of Old Road Bridge is integrated into the cycling and walking network strategies to deliver improvements for active modes along this corridor. However, the closure of Old Road Bridge will not occur until the replacement of Southgreen bridge takes place.
9.8.4.2 Possible Future Heavy Goods Vehicle Ban in Town Centre This needs to be implemented especially during school drop off and collection times for the safety of students etc.	Misc	Noted, however due to the lack of roads which allow for an effective bypass of the town centre until the completion of the Northern Link Street and Magee Barracks Roads, a Heavy Goods Vehicle ban in the town centre was not considered to be a viable measure for consideration in the short term as part of the strategy.



Roads	Reference	KCC Response / Action
Not so much public transport, as to the traffic lights on the main street These cross lights should be staggered, going from south to north first and then north to south This would make a better flow	Misc	Noted, this comment has been referred to the traffic control section in Kildare Co. Co.
Please review the current practice of HGVs and very heavy laden farm vehicles transporting hay etc through the middle of Kildare town, especially during school term between 8 - 9 am. If one of these vehicles was to shed its load or collide with other vehicles, pedestrians or children it would most certainly cause considerable injury, damage and delay. WHY are these large farm vehicles permitted to thunder through the town, past schools and young children, especially at these times??? Is one farmers right to transport hay really worth the risk of what an accident involving these vehicles could cause. Perhaps they should have restricted access at certain times before 7am for example or simply ban 4 or 5 axle vehicles from driving through the town. If Dublin can ban such vehicles driving through certain parts of the city, then why not in Kildare town.	Misc	Please refer to Section 9.8.4.2 of the Kildare Town Transport Strategy: "Due to the lack of roads which allow for an effective bypass of the town centre until the completion of the Northern Link Street and Magee Barracks Roads, a Heavy Goods Vehicle ban in the town centre was not considered to be a viable measure for consideration in the short term as part of the strategy. However, in the future when the Magee Barracks Roads and Northern Link Street are place, it may be suitable to consider the potential role of a HGV ban in the town centre to improve safety and reduce emissions once alternative routes are available. Further exploration of this concept will take place after the lifetime of this transport strategy, when the KTTS is being reviewed and revised in the future."
The development of the former Magee Barracks site must link Melitta Road with Dublin Road in a safe and decisive manner	Misc	Noted
Close off road through square in front of Macaris and up as far as silken Thomas	RD3	This option was explored as part of the Kildare Town Transport Strategy and discounted, please refer to Section 9.4 of the report.

Car Parking	Reference	KCC Response / Action
Serious issue with parking at school on Aldi road, people tend to park where they like, very little room for moving traffic, asking for a serious accident	Misc	Noted, please refer to Section 10.5 of the Kildare Town Transport Strategy which discusses a review of school drop-off facilities
I use the car park at playground a lot. Obviously since the square has been car free, this car park has been full. so more car parking would be great, back of cunnighams.	Misc	Noted, please refer to Figure 13.5 of the Kildare Town Transport Strategy which identifies potential sites for a new off-street car park
Car parking is ridiculous in the town. The parking at the old bus stop blocks the road as people double park.. the double yellow lines along the playground aren't being policed. Parking for playground needs to be signposted... road is dangerous there. Also on Grahams corner, if cars parked or lorries loading the corner junction is blocked, this is constant..... cars shouldn't park on a busy town centre corner. Also the new no parking in square is not being policed and I counted 7 cars there last weekend. No point in spending money and then not checking rules being followed. Just reopen the square to cars. They're there anyways...	Misc	Noted, comment referred to the parking section within Kildare Co. Co.
Parking meters should be able to accept card payments	Misc	Noted, comment referred to the parking section within Kildare Co. Co.



Car Parking	Reference	KCC Response / Action
10.3.2 Option 2: Relocation of On-Street Parking from Main Street Although it is suggested to use the nearby car park (bride street car park), this car park is already in use for vehicles. Even with the car park upgraded how many extras spaces can you create? As a blue permit holder, it scares me to think the main street parking will become a bike lane instead. How will I access the bank, hardware store, and other retail shops in this area when I can't park outside them? Also at school collection times, that car park is full.	PK2	The parking strategy for the Kildare Town Transport Strategy identifies three locations for new off-street parking. The Bride Street Car park is just one of these. In section 10.3.3.1 of the report, an additional area of land is identified adjacent the existing Bride Street car park which could potentially be utilised to expand the car park. Blue permit parking being retained on Main Street will be subject to the detailed design of Market Square and other projects on the main street.
Not enough parking for the volume of people in the town	Misc	Noted, Figure 13.5 of the Kildare Town Transport Strategy identifies potential sites for a new off-street car park
PK1 Parking measures very poor in the town especially since the new square was introduced. Parking should be made available on the green in front of Elm Park. The area at fairgreen is used by commuters to the railway station as parking all day so as not to pay for parking at the station. My understanding is the green at Elm Park is council property.	Misc	This is a green area currently enjoyed by residents of Kildare Town and it is not considered suitable to turn this into a car park
Totally inadequate for the size of the town, however-at the moment, Kildare Town has a small retail shopping area and the railway station would be the only place that would welcome more parking for its passengers working elsewhere.	Misc	Noted, increased parking at the train station has been identified as a measure in the Kildare Town Transport Strategy (measure PK4)
A proper multi story car park in needed for town centre. Development of car-parks behind Top Nolan's and Expert Electrical.	Misc	Noted, please refer to Figure 13.5 of the Kildare Town Transport Strategy which identifies potential sites for a new off-street car park. The type of car park will be determined at detailed design stage
Needs more public parking on periphery - eg field opposite Grey Abbey between Aldi and Town should have been purchased as public parking and Village overflow - would have greatly benefited the Town Private developments need careful supervision of car parking - eg original spaces in Eurospar centre - Kildare Town Centre - too tight - all spaces need to be re-examined to allow for passengers to exit vehicles no parking outside schools - has to be drop and go	Misc	Comments noted. A review of school drop off facilities has been identified as a complimentary parking measure in Section 10.5 of the Kildare Town Transport Strategy. There is a new overflow car park currently being constructed south of the motorway to accommodate overflow parking for Kildare Retail Village
pk 1 the old euro spar car park needs to be redesigned. dangerous to park in	Misc	This is a private car park and outside the scope of this transport strategy
More cheap public parking needed to support businesses in town centre.	Misc	Noted, comment referred to the parking section within Kildare Co. Co.
Fair Green Road - large footpath installed - no space for residents or emergency vehicles to park except on path - bank should have been removed on opposite side	Misc	Noted, comment referred to the Municipal District office
On public parking in the town , the Town also serves its hinterland not just its inhabitants, people have to drive 3 , 4 , 10 or more miles / kilometres to do business and to traverse the Town for various reasons. The tourists have also to be considered and accommodatedin a car or bus. How adequate will the plan be ?	Misc	The purpose of the transport strategy is to accommodate public transport, walking and cycling before car traffic. By providing infrastructure for local trips to be taken by active travel means, this will free up parking spaces in the town for trips originating from the hinterland and further afield. The transport strategy does include for a new off-street car park near the town centre to offset the removal of on-street car parking in the future.
9.4.2.1 VISUM Results: Bride Street Road Closure in Market Square Unless there is a plan for additional parking, this is a serious inconvenience to people who don't reside in the town and need to access business on the far side of this proposed pedestrian area.	RD3	Noted, please refer to Figure 13.5 of the Kildare Town Transport Strategy which identifies potential sites for a new off-street car park



Car Parking	Reference	KCC Response / Action
The move toward pedestrianisation of the square needs to be off-set with public parking on the periphery public parking a real problem	RD3	Noted, please refer to Figure 13.5 of the Kildare Town Transport Strategy which identifies potential sites for a new off-street car park

Permeability (General)	Reference	KCC Response / Action
<p>Curragh Finn Residents Association</p> <p>It has been brought to our attention that the proposed plans are been suggested for our estate.</p> <p>Can you please note that the Curragh Finn Residents Association wants to put in an objection to these plans.</p> <p>PERM-8 Permeability link connecting Drumcree Court with Curragh Finn x PERM-9 Permeability link connecting North Glebe with Curragh Finn x PERM-13 Permeability Creation of a Permeability link connecting Curragh Finn and Dunmurray Drive to Kildare Town Tran Station</p>	Resident's Association	<p>Thank you for your submission. KCC note your objection to these permeability links. However, KCC see these permeability links as key requirements to reduce the number of vehicular journeys as they will improve access to Kildare Train Station (in combination with measure PT5 - Northern entrance to train station).</p> <p>These links have been chosen as part of a larger suite of permeability links which will provide access to Kildare Town Train Station from the north. Please refer to Figure 13.2 of the Kildare Town Transport Strategy report.</p> <p>These permeability measures will be implemented in line with the NTA's Permeability Best Practice Guide. Furthermore, the links will be subjected to post-implementation Evaluation and Monitoring that will assess successes and shortcomings.</p> <p>Concerns raised in relation to this link will be considered further during the detailed design of this permeability link. Many concerns can be mitigated through good design which ensures that permeability links are well lit and in open-view.</p>
Footpath from French Furze to town on left hand side going into town is too narrow.	Misc	Noted, comment will be referred to the Municipal District Area Office
<p>Is there planned to be a footpath extension from Melitta Road to the Curragh? At the moment there is about 200 metres missing and it should be relatively easy to implement.</p> <p>Also the footpath extension north on the Rathbride Road to the Curragh will be very welcome.</p>	Misc	These have now been included in the transport strategy. Please refer to Figure 13.2
Pedestrian paths aren't existing outside of the town centre.	Misc	Noted, please refer to the permeability strategy for Kildare Town which identifies new walking links and footpaths
Again my privacy will be gone and also the safety of our children playing in a cul de sac will be gone with traffic of people going to train station and kids going to school	Misc	New permeability links are necessary to reduce the number of short car journeys within Kildare Town. Any such proposals will be subject to detailed design and points raised in objection to these permeability links will be considered at this stage.
<p>Apart from the small gaps to the Curragh on Melitta Road and on Rathbride Road I think the footpaths are quite good.</p> <p>One exception that I will point out is the footpath from the Town Centre to the turn off for Brownstown (on the Cherry Park Avenue side) has a very poor surface, is narrow and is a very uninviting place to walk.</p>	Misc	<p>These links have now been included in the transport strategy. Please refer to Figure 13.2.</p> <p>Comments relating to quality of footpaths will be referred to the Municipal District Area Office</p>
New paths are too high. And paths at junctions are wider than roads . Totally ridiculous. Lorries cant turn if car at junctions and paths are empty....	Misc	Noted
I object this plan	Misc	Noted



Permeability (General)	Reference	KCC Response / Action
There is an issue on the R413 where the road opens onto the Curragh when coming out of the town via the Melitta road. While there are no estates beyond this point, this is a popular route for joggers who are forced to run on the road on what is a blind section of road with the hill.	Misc	This link has now been included in the transport strategy. Please refer to Figure 13.2
There needs to be a footpath at the junction of Rathbride Road and Rathbride Abbey. Currently you have to walk out on the road which is dangerous especially with a buggy or walking with children. Basically cars coming from Rathbride cannot see you as they turn the corner. I am not sure how someone was not killed there yet but an accident will happen at some point. Also I find it hard to believe that so many houses up on Blackmillers Hill and Oak Glebe were given planning permission while there is no actual footpath on either side of the road at a busy junction leading to the town.	Misc	There is an existing footpath along Rathbride road as far as Rathbride Abbey and Permeability measure 1 will extend this north to the Golf Club which will address this issue.
There should be a footpath from Dublin Road to Melitta Road to Rathbride Road.	Misc	Noted
Footpaths are badly needed to complete the Melitta road to the edge of the Curragh. A Wide zebra crossing should be placed at the beginning of the square to allow pedestrians to cross safely.	Misc	This link on the Melitta Road has now been included in the transport strategy. Please refer to Figure 13.2. Pedestrian crossings at Market Square will be determined at detailed design stage of projects in this area
People need to walk and cycle but people also need vehicular transport - over-sized footpaths with consequent restricted vehicular space ridiculous and dangerous - examples in recent times would be at top of Driary Road outside Education Centre and on Old Road signage on street/path and cycle lanes is proving an asset - needs to be developed	Misc	Noted
In general footpath surfaces are poor and undulating. Maintenance of the existing stock of footpaths should be considered a priority over making more/wider footpaths.	Misc	Noted, comment will be referred to the Municipal District Area Office
I do understand that the Kildare Town is growing and needs to change. But I don't think the opening of cul de sacs would help with that. I don't understand how opening our cul de sac would help the kids going to school? Widen the paths and improve the condition of them. Safe paths out to Curragh, so no one needs to drive there. There are no unnecessary car journeys. I am either going to work/ shops/ taking kids to school. Move the primary schools to better locations, so kids can get to them on bikes/ walk.	Misc	Permeability links were chosen to increase convenience for people travelling to destinations such as schools, shops, the town centre and public transport. Sometimes, the wider network of permeability links need to be considered to appreciate the benefit of a particular individual link. We have now included paths along the R415 Rathbride Road and the R413 Melitta Road that extend to the Curragh Please refer to updated Figure 13.2. Moving the primary schools was not considered as part of this transport strategy. Their current location within the town is considered positive and the transport strategy includes measures for cycling routes to these schools.
There need to be a review of the condition of footpaths throughout the town.	Misc	Noted, comment will be referred to the Municipal District Area Office
Please arrange for a meeting with KCC and local residents so that a proper discussion can be held on the legitimate concerns and reservations on the proposed walkways that impact on private housing estates	Misc	Please note that there will be a separate consultation with local residents and stakeholders for each permeability link when these projects are brought forward for implementation
Fix paths and make them safe before implementing cycle lanes, please. R415 into town doesn't have a path!	Misc	There is an existing footpath along Rathbride road as far as Rathbride Abbey and Permeability measure 1 will extend this north to the Golf Club which will address this issue.



Permeability (General)	Reference	KCC Response / Action
I am in favour of extending the footpath north of Kildare towards the golf course	Misc	Noted
3. At present there is an access ramp for a warehouse building on Pigeon Lane that protrudes across the footpath location. This means that there is a break in the footpath along Pigeon Lane. It is a very dangerous point on the road for pedestrians - and particularly those using wheelchairs and prams/buggies who have no option but to go onto the road to get past this ramp. There will be a large increase in vehicular traffic using this road for M7/Kildare Village/Tesco and primary school access upon completion of the currently under-construction "Walker's Gate" housing estate on the Green Road (their website states there will be 187 houses in the estate, estimated completion early 2022). As such, are there plans for improvements to this footpath for vulnerable road users as a priority and not just as part of the transport strategy?	Misc	Noted, comment will be referred to the Municipal District Area Office
Section 9.2 1. Reduce unnecessary vehicular trips through Kildare town centre. I believe this could be and should be accomplished in a small part by having a path on the R415 (Nurney Road). Many homes are disconnected from the town due to the fact that the road is treacherous to walk along. In previous times you could try and walk on the grass but now with the areas not being cut, you can't walk on the verge at all. In some places, there isn't a verge to walk on.	Misc	Noted, comment will be referred to the Municipal District Area Office
PERM-1 on the Rathbride Road does not include a plan to complete the footpath just after the traffic lights on the Rathbride road from the junction with Rathbride Abbey. There is a 10 metre stretch or so here where there is no footpath with pedestrians having to step onto the road close to a busy junction. Given there are three housing estates now beyond this point, this should be addressed as part of this overall plan.	Perm 1	We have extended permeability measure 1 to extend from the Rathbride Abbey Rathbride Road (R415) junction north to the Golf Club.
PERM-1 Permeability Extend footpath north along the Rathbride Road (R415) should be considered for both sides of the road.	Perm 1	This would be determined at detailed design stage for this project

Permeability Link 2	Issues Raised	Kildare Co. Co. Response
Perm 2 Perm 4 It is not viable, through rathbride close	<ul style="list-style-type: none"> - Permeability links lengthen walking distances to Kildare Town - Antisocial behaviour - Bins set alight, cars interfered with previously - Safety of children - Loss of privacy - Loss of security due to increased footfall - Increase in vehicular traffic - Litter - Loitering - Current route along Rathbride Road adequate 	<p>Permeability link No. 2 has been chosen as part of a larger suite of permeability links which will provide access to Kildare Town Train Station from the north. Please refer to Figure 13.2 of the Kildare Town Transport Strategy report. This link will also improve access to the school to the east.</p> <p>Kildare Co. Co. note resident's concerns regarding potential antisocial behaviour, the safety of children, loss of privacy and loss of security (amongst others). These permeability measures will be implemented in line with the NTA's Permeability Best Practice Guide. Furthermore, the links will be subjected to post-implementation Evaluation and Monitoring that will assess successes and shortcomings.</p>
<p>PERM-1 Permeability Extend footpath north along the Rathbride Road (R415) should be considered for both sides of the road.</p> <p>My comments on PERM-2 PERM-4, PERM-7, PERM-8, PERM-9, PERM-13 are as follows</p> <p>I do not see any benefit to these measures to improve walking distances to and from Kildare Town. They seem to actually lengthen the walking distance</p> <p>There is the possibility that it will also lead to a return unsocial behaviour as previous history would show,. The incidents of bins been set alight, cars been interfered with, by people who were not residents of these estates nominated in the draft plan</p> <p>Residents have had to take additional security measures to prevent this from happening.</p>		



Permeability Link 2	Issues Raised	Kildare Co. Co. Response
<p>Would like to object to Perm 4 and Perm 2. Home was purchased in large part due to the privacy provided by the cul de sac in place and the safety this provides for younger children as well as the general estate. Our son is autistic and an open lane way outside our home would decrease the current safety the cul de sac provides. Increased footfall in the area would also reduce the current privacy and safety level.</p>		<p>Concerns raised in relation to this link will be considered further during the detailed design of this permeability link. Many concerns can be mitigated through good design which ensures that permeability links are well lit, in open-view and provide pedestrian barriers where they meet public roads for safety.</p>
<p>Re PERM 2</p> <p>I absolutely reject proposals which will involve opening up an area my young children play in daily after school with all their friends. I would also express a safety concern with what will cause a large amount of traffic bypassing an area which children and adults are accustomed to it being safe and quiet. I purchased my home for its location and with the safety of my children in mind. If this goes ahead it will be a disaster. I also know that the estate will be used for children to cut through to shorten the walk to school, that will no doubt bring litter and loitering.</p> <p>Strongly object.</p>		
<p>I would like to oppose perm 2 and perm 4 for pedestrian and cyclist access. I feel that the current arrangements are adequate. I feel opening access would greatly decrease our privacy and security in Rathbride Close. I also have young children of which one is special needs and feel they can't wander off due to the cúl de sac. I am also not happy regarding the prospect of a huge increase in school children walking through our estate. Loitering and potentially littering etc. I feel the current method using Rathbride Road is more than adequate and the time saved would be insignificant. There is also space to add cycle lanes to existing infrastructures without opening or joining up existing estates</p>		
<p>Perm 2 and Perm 4</p> <p>as a Rathbride close resident we do not need a cycle lane going through our estate when we bought our homes in Rathbride Close it was because it was a quiet estate of 35 homes, already the road opened up for the school, we will not tolerate a cycle lane going through our estate were children play to go from rathbride to drumcree there is absolutely no benefit in this planning idea , its actually a dangerous idea, it gives young children the opportunity to move out of there estate. It will not be a secure area for our children to play.</p>		

Permeability Link 4	Issues Raised	Kildare Co. Co. Response
<p>PERM 4 Drumcree to Rathbride Close .</p> <p>At first I thought it would be a great idea, then I recall Dublin and the rat runs through estates, due to walk ways been open. I have walked around this town for years, and the main thing has been the state of the current pathways, esp having to walk on the road to give the way for other walkers. I think opening up cul de sacs, will lead to other problems. I object to this and really all the proposed breakthrough of cul de sacs. We bought these houses so our children could safely play outside and not worry about outside traffic passing by.</p>	<ul style="list-style-type: none"> - Decrease in privacy - Decrease in security - Safety of children - Loitering - Littering - Vandalism - Theft 	<p>Permeability link No. 4 has been chosen as part of a larger suite of permeability links which will provide access to Kildare Town Train Station from the north. Please refer to Figure 13.2 of the Kildare Town Transport Strategy report.</p>



Permeability Link 4	Issues Raised	Kildare Co. Co. Response
<p>I would like to oppose perm 2 and perm 4 for pedestrian and cyclist access. I feel that the current arrangements are adequate. I feel opening access would greatly decrease our privacy and security in Rathbride Close. I also have young children of which one is special needs and feel they can't wander off due to the cúl de sac. I am also not happy regarding the prospect of a huge increase in school children walking through our estate. Loitering and potentially littering etc. I feel the current method using Rathbride Road is more than adequate and the time saved would be insignificant. There is also space to add cycle lanes to existing infrastructures without opening or joining up existing estates</p>	<ul style="list-style-type: none"> - Youths using this link already - jumping walls, damaging plants and abusing residents - Residents had to pay to put up wall mounted fencing twice to prevent this Increase in footfall - Lengthen walking distance to Kildare Town - Antisocial behaviour - Decrease in quality of life 	<p>Kildare Co. Co. note resident's concerns regarding potential antisocial behaviour, the safety of children, loss of privacy and loss of security (amongst others). These permeability measures will be implemented in line with the NTA's Permeability Best Practice Guide. Furthermore, the links will be subjected to post-implementation Evaluation and Monitoring that will assess successes and shortcomings.</p>
<p>I object to PT 4, as I am a resident in the estate. I purchased here over 15 years ago, because it is a one entrance estate. Which makes the estate quite private and safer for our young kids. As the Council has not put a penny into the up keep of our estate, it fell on us to pay for it ourselves. So we have maintained it to a high standard. And opening it up to the public, WILL definitely result in the estates being opened up to vandalism, loitering etc. It will become a very well used short cut and youths have jumped our garden walls to do this "short cut" already and abused residents in the process too. And damaged plants, shrubs, wall cappings etc.</p> <p>As a result we, not the Council, had to pay for wall mounted fencing to prevent this twice !!!</p> <p>There is currently nothing wrong with the main road system, good foot paths etc, why cause so much distress to residents, to gain a few measly minutes off a walk or cycle. After all we are a very unfit country, so stop giving short cut solutions. If it ain't broken, don't fix it.</p>	<ul style="list-style-type: none"> - Bins set alight and cars interfered with previously - No consultation with residents - Increased footfall and cyclists, scooters and possibly motorbikes - Disturbing green areas and planting - Link would destroy mature trees and planting - Increase in vehicular traffic - Unlit permeability links will increase crime / antisocial behaviour - Adequate access via Rathbride Road - Should install speed ramps along Rathbride Road and approach roads to town instead - Does not contribute to overall objectives of the strategy 	<p>Concerns raised in relation to this link will be considered further during the detailed design of this permeability link. Many concerns can be mitigated through good design which ensures that permeability links are well lit and in open-view.</p>
<p>Perm 2 Perm 4 It is not viable, through rathbride close</p>	<ul style="list-style-type: none"> - Destruction of trees - Increased noise levels - Potential impact on property value 	
<p>Perm 4 open up Rathbride Close to Drumcree</p> <p>I have a big issue with this, when I bought my home I bought it as it was a safe place with no through access only for residents, I do not want the see the wall at rathbride close opened up to go through to drumcree, there are many children in the estate and they are safe to play but with this opened up it reduces their safety and also the security of the close. I would have a big issue with this as I think would many of the residents of Rathbride Close, there would be way too much footfall and it would also give persons more opportunity to hang around.</p>		
<p>I am in total opposition to the proposed pedestrian/cyclist link connecting Rathbride Close to Drumcree Court outlined in Measure PERM 4 on page 190 of the Kildare Town Transport Strategy. My family have lived in our home in Rathbride close since the estate was first built, the main reason we bought our home was because it is in a cul-de-sac which offers a safe , protected environment for my children. Several years ago we as an estate collectively paid to have the walls raised at the exact location of the proposed link called out in PERM 4 to prevent anyone entering from that site following numerous incidents of anti social behaviour from non residents using it as a short cut.</p>		



Permeability Link 4	Issues Raised	Kildare Co. Co. Response
<p>PERM-1 Permeability Extend footpath north along the Rathbride Road (R415) should be considered for both sides of the road.</p> <p>My comments on PERM-2 PERM-4,PERM-7, PERM-8, PERM-9, PERM-13 are as follows</p> <p>I do not see any benefit to these measures to improve walking distances to and from Kildare Town. They seem to actually lengthen the walking distance</p> <p>There is the possibility that it will also lead to a return unsocial behaviour as previous history would show,. The incidents of bins been set alight, cars been interfered with, by people who were not residents of these estates nominated in the draft plan</p> <p>Residents have had to take additional security measures to prevent this from happening.</p>		
<p>Do not walk cycleway through Drumcree Court</p>		
<p>As a resident of Drumcree Court, I strongly object to both PERM 4 and PERM 8 outlined in table 13.2 of the Public Transport document for the following reasons:</p> <ul style="list-style-type: none"> - one of the main reasons for moving to this estate was that it was a closed off estate with no access from other estates other than the main entrance and being a cul de sac gives our kids a small bit of freedom without parents worrying that they can go through to different estates. - the residents of the estate have had to deal with acts of vandalism in the past with bins being set on fire from youths jumping the wall between Drumcree Court and Rathbride Close, a wooden structure had to be erected on top of the wall to deter people from jumping the wall and there has been no vandalism since. Creating this link may well lead to this occurring again in the future. - creating the link between the estates may lead to youths from adjoining estates congregating within Drumcree Court which could lead to disturbances for our residents which is unwanted. - the only location this link adds benefit to is the secondary school and of the 24 houses in the estate, only 6 houses have kids that are or could potentially attend there in the future, the added benefit is likely a saving of five minutes at best on a walking journey. <p>Overall, this strategy has been carried out without any consultation with the residents of these estates and the very little benefit it creates is well outweighed by the potential problems it would cause.</p> <p>I would ask that the Kildare County Council rethink these points and leave the estates as they are.</p>		



Permeability Link 4	Issues Raised	Kildare Co. Co. Response
<p>Regarding Perm 4, opening pedestrian/cycleway between Rathbride Close & Drumcree Court.</p> <p>I would like to object to this.</p> <p>I live in Rathbride Close opposite this suggested opening and do not agree to this plan. I bought this house due to it being a complete cul-de-sac with only one way in and out, it's very safe for our children to play outside with very few people walking past our houses. As a small group of houses & close neighbours we know almost everyone coming in and out. I do not like the idea that any amount of people can now 'cut through' our estate, for security reasons this is not a good idea.</p> <p>Opening this pedestrian way would leave to more foot traffic/cyclists, electric scooters and possibly motor bikes using our estate as a short cut, coming past our houses daily. This will lead our estate to have littering problems and disturbing green areas/planting as more people walk around.</p> <p>Large trees and planting have been established in the area where this proposed opening is suggested, again another reason for this opening not to go ahead. The privacy both Rathbride Close & Drumcree as small house estates have established and enjoyed over 15+ years will be taken away if this goes ahead.</p>		
<p>I would like to oppose perm 2 and perm 4 for pedestrian and cyclist access. I feel that the current arrangements are adequate. I feel opening access would greatly decrease our privacy and security in Rathbride Close. I also have young children of which one is special needs and feel they can't wander off due to the cúl de sac. I am also not happy regarding the prospect of a huge increase in school children walking through our estate. Loitering and potentially littering etc. I feel the current method using Rathbride Road is more than adequate and the time saved would be insignificant. There is also space to add cycle lanes to existing infrastructures without opening or joining up existing estates</p>		
<p>PERM 4</p> <p>I absolutely reject proposals which will involve opening up an area my young children play in daily after school with all their friends. I would also express a safety concern with what will cause a large amount of traffic bypassing an area which children and adults are accustomed to it being safe and quiet. I purchased my home for its location and with the safety of my children in mind. If this goes ahead it will be a disaster. I also know that the estate will be used for children to cut through to shorten the walk to school, that will no doubt bring litter and loitering.</p> <p>Strongly object.</p>		
<p>Perm 2 and Perm 4</p> <p>as a Rathbride close resident we do not need a cycle lane going through our estate when we bought our homes in Rathbride Close it was because it was a quiet estate of 35 homes, already the road opened up for the school, we will not tolerate a cycle lane going through our estate were children play to go from rathbride to drumcree there is absolutely no benefit in this planning idea , its actually a dangerous idea, it gives young children the opportunity to move out of there estate. It will not be a secure area for our children to play.</p>		



Permeability Link 4	Issues Raised	Kildare Co. Co. Response
<p>I would like to oppose perm 2 and perm 4 for pedestrian and cyclist access. I feel that the current arrangements are adequate. I feel opening access would greatly decrease our privacy and security in Rathbride Close. I also have young children of which one is special needs and feel they can't wander off due to the cúl de sac. I am also not happy regarding the prospect of a huge increase in school children walking through our estate. Loitering and potentially littering etc. I feel the current method using Rathbride Road is more than adequate and the time saved would be insignificant. There is also space to add cycle lanes to existing infrastructures without opening or joining up existing estates</p>		
<p>PERM 4 Drumcree to Rathbride Close . At first I thought it would be a great idea, then I recall Dublin and the rat runs through estates, due to walk ways been open. I have walked around this town for years, and the main thing has been the state of the current pathways, esp having to walk on the road to give the way for other walkers. I think opening up cul de sacs, will lead to other problems. I object to this and really all the proposed breakthrough of cul de sacs. We bought these houses so our children could safely play outside and not worry about outside traffic passing by.</p>		
<p>Re PERM-4 & PERM-8</p> <p>I wish to object in the strongest possible way to the plan to create a pedestrian/cycle link through Drumcree Court. It is my firm belief that this plan will lead to anti social behaviour, littering, property damage, possible theft etc. I have good reason to believe this as for approx 5 years my wife and I were victims to this type of behaviour as people paraded along the wall which is the boundary of our home. We were subjected to continuous verbal harassment, had our dustbin set on fire, had various items stolen from our garden shed. We couldn't sit in our back garden while this behaviour persisted. Eventually, while at our wits end, we installed a fence on top of the wall which has allowed the various plants to prosper and thereby prevent anymore trespass. We have enjoyed a very peaceful last number of years so I cannot emphasise enough the amount of worry and upset that this plan is causing us. We live in, what is now, a very quiet cul-de-sac. Please do not destroy our quality of life by installing this link right through the heart of our estate.</p>		
<p>I am a resident in Drumcree Court, and have suffered from the lack of attention and commitment in improving the lighting to provide and protect residents from anti social disturbances. Inadequate tree pruning and no follow up on requests for better lighting lead me to believe that allowing access through Curragh Finn and onward to the Rathbride areas would greatly jeopardise the security and safety of each neighbourhood. At the moment, Garda can police the areas by car, allowing pedestrian and cycle/scooter/motorcycle access throughout the town can only lead to more criminal activity by way of easier access, and the creation of dark/unlit/unmonitored areas will promote these actions. The security, safety and protection of residents is better served by the current layout. I object strongly to the proposals.</p>		



Permeability Link 4	Issues Raised	Kildare Co. Co. Response
<p>I am a resident of Drumcree Court and I feel strongly against merging the surrounding estates per Perm 4 and 8 of the Permeability Strategy the council have set forth. I have a young family and we live on a quiet cul de sac where I feel they are safe to play, to open up our area to strangers would have a devastating impact on their ability to go out to play, also a few years ago youths from the surrounding areas used our wall as a 'short cut' which resulted in numerous bins being set alight in the estate and other anti social behaviour which lead to our neighbours funding higher gates, we have a nice community here and I wish for it to stay like that I can't imagine that the permeability of the area would be worth the destruction of individual private estates when there is a main road running parallel to where is suggested the openings would occur, we are not living in an area where the time would be considerably cut by the suggested openings to the estates</p>		
<p>I live in Drumcree Court and strongly disagree with walkway between estates in the surrounding area. I don't see the benefit to us as residents in the estate or to any potential users of same when we have a path on the road outside the estates. We feel it will encourage antisocial behaviour as has proved in the past when we had teenagers coming through the estate from bishopsland over a residents wall. Would be much better to install speed ramps along the rathbride road and all approach roads into the town to slow down the traffic.</p>		
<p>Yes I am a resident of Drumcree Court and wouldn't welcome the extra people walking through this estate.</p>		
<p>I am opposed to the plan to open walkways through existing estates like Drumcree Court where I reside. This strategy will increase the likelihood of anti social behaviour and opportunist crime as experienced by me a number of years ago when persons were allowed climb over the wall into the estate. I will raise a formal objection should this plan be progressed.</p>		
<p>As a resident of Drumcree Court I strongly oppose the plan to open two walkways Perm 4 and Perm 8 through my estate. I believe this strategy will increase anti-social behaviour and opportunist crime. From experience when you have persons moving through a small private estate the likelihood of such events increases. I strongly object to this plan in respect of permeability.</p>		
<p>Perm 4/ Perm 8 I would strongly object to the opening up of both ends of Drumcree Court to pedestrian , cycle and electric scooter traffic . This will only increase the likelihood of anti social behaviour, having already taken action to eliminate incidences caused by outsiders who would climb the very walls that you propose to knock down. I also fail to see how it contributes to the overall objectives of the strategy</p>		
<p>Yes as note in the previous question I am not in favour of Perm 4, 8, 9&13</p>		
<p>Would like to object to Perm 4 and Perm 2. Home was purchased in large part due to the privacy provided by the cul de sac in place and the safety this provides for younger children as well as the general estate. Our son is autistic and an open lane way outside our home would decrease the current safety the cul de sac provides. Increased footfall in the area would also reduce the current privacy and safety level.</p>		



Permeability Link 4	Issues Raised	Kildare Co. Co. Response
<p>Regarding establishing pedestrian & cycleways between houses estates, like Rathbride Close, Drumcree Court & Curragh Finn, this is not needed.</p> <p>There is a perfectly good footpath along the main road.</p> <p>If coming over the railway bridge from the train station or to go to the secondary school, there is no need to have to walk through these 3 housing estates, increasing the footfall for the residents when there is a direct footpath on this route already.</p>		
<p>Re PERM 4 & PERM 8. Strong objection, reason as follows: destruction of trees; increased footfall may lead to opportunistic anti-social behaviour eg. littering and increased noise levels; loss of privacy; potential impact on property value.</p>		
<p>Re 11.1 Points 4/8 Linking Rathbride close and Curragh Finn with Drumcree Court.</p> <p>As a new home owner in Drumcree Court a major factor in our decision to purchase in same was (1) Estate size (2) Privacy, by opening up two additional estates into Drumcree this will increase foot fall into the estate unnecessarily and will take away the comfort of knowing your children are safe within the cul de sac of our own estate.</p> <p>By opening up they will now have access to an area previously closed off and remove the safe environment of the green area.</p> <p>The benefit of this I can't see, I'm working in the property business over 20 years and have looked at this with an open mind and I'm at a loss as to why this is considered necessary.</p>		
<p>As a parent of a young child I would not be in favour of Perm 4, 8, 9, 13 from a safety perspective as it would open up the area greatly. I am not in favour of more foot traffic through our estate and there would be reduced security within the estate that is currently provided by the one way system at present.</p>		

Permeability Link 7	Issues Raised	Kildare Co. Co. Response
<p>I oppose 7 link between North Glebe and Curragh Finn</p>	<ul style="list-style-type: none"> - Antisocial behaviour - Loss of security 	<p>Permeability link No. 7 has been chosen as part of a larger suite of permeability links which will provide access to Kildare Town Train Station from the north. Please refer to Figure 13.2 of the Kildare Town Transport Strategy report.</p>
<p>Perm 7: I oppose this measure. I see no benefit in providing a laneway between Fennor Lawns and North Glebe. There is an existing road, cycle lane and footpath between the two. I believe this may encourage anti social behaviour.</p>	<ul style="list-style-type: none"> - Loss of safety - Unnecessary and a waste of money - Already served by existing road, cycle lane and footpath 	<p>Kildare Co. Co. note resident's concerns regarding potential antisocial behaviour, the safety of children, loss of privacy and loss of security (amongst others). These permeability measures will be implemented in line with the NTA's Permeability Best Practice Guide.</p>
<p>North glebe is too settled for it should have been done when estate was built</p>	<ul style="list-style-type: none"> - Increase walking distance to Kildare Town - No. 7 is close to the front of the estate and will not decrease walking distance to anything 	
<p>I oppose points 7 and 9 as I live in estate mentioned in plans and feel public walkways should not be permitted through green areas in private housing estates as they make them less secure, can lead to anti social behaviour and are a unnecessary waste of money.</p>	<ul style="list-style-type: none"> - Bins set alight, cars interfered with previously 	



Permeability Link 7	Issues Raised	Kildare Co. Co. Response
<p>PERM-1 Permeability Extend footpath north along the Rathbride Road (R415) should be considered for both sides of the road.</p> <p>My comments on PERM-2 PERM-4,PERM-7, PERM-8, PERM-9, PERM-13 are as follows</p> <p>I do not see any benefit to these measures to improve walking distances to and from Kildare Town. They seem to actually lengthen the walking distance</p> <p>There is the possibility that it will also lead to a return unsocial behaviour as previous history would show,. The incidents of bins been set alight, cars been interfered with, by people who were not residents of these estates nominated in the draft plan</p> <p>Residents have had to take additional security measures to prevent this from happening.</p>	<ul style="list-style-type: none"> - Previous permeability links between estates have been blocked - Safety of children - Will not increase accessibility - Reduce quality of life of residents - Increased footfall - Increase in crime - Littering - There is an existing road, cycle land and footpath between Fennor Lawns and North Glebe already - Speeding due to cyclists and scooters - Estate too settled to introduce these measures - Poor use of Council funds 	<p>Furthermore, the links will be subjected to post-implementation Evaluation and Monitoring that will assess successes and shortcomings.</p> <p>Concerns raised in relation to this link will be considered further during the detailed design of this permeability link. Many concerns can be mitigated through good design which ensures that permeability links are well lit and in open-view.</p>
<p>Perm 7 and 9</p> <p>On a more local level, I wish to state my objections to the idea of permeability between estates, namely permeability No. 7 and No. 9. I grew up in an area where there was permeability and it does not bode well in my experience. All estate walking permeability measures in the area I grew in have since been blocked up or subsumed by neighbouring houses.</p> <p>In terms of No. 9, it will create an opening in an area that is seen as a safe, secure and enclosed area for the children of the estate to play. Creating a gap means that children will have the ability to 'leave' the estate without parents' knowledge. The green is an area of immense importance to a child's development in terms of play, activity and independence.</p> <p>No.7 is so close to the front of the estate I wonder what accessibility it improves other than a 'short-cut' that is not that much of a shortcut to anywhere.</p> <p>Also none of the enclosed estates north of the train station are particularly large so walking out on the the main road provides a longer walk, increasing activity and exercise.</p> <p>On a personal note, my decision to live in North Glebe was a mindful one. I bought there because it was small, because it was a cul-de-sac and because there was an enclosed green for the kids. All these things provide a sense of security and safety which is how I should feel about where I live.</p>		
<p>I oppose points 7 and</p>		
<p>I oppose 7 and 9</p>		
<p>I live in North Glebe and completely object to the creation of any permeability links between North Glebe and any other estate in Kildare Town. These links are not needed as there is a very acceptable road network already in place. North Glebe is a very safe place for children to play and the introduction of these links (measure 7 and 9) will cause huge concern for our children's safety and ability to play freely.</p>		
<p>I object to number 7 and 9</p>		



Permeability Link 7	Issues Raised	Kildare Co. Co. Response
<p>I wholeheartedly object to PERM-7 AND PERM-9 as there is no benefit introducing walkways between these estates it will not make the town or public transport any more accessible for residents and will only encourage anti-social behaviour. I really strongly object to this proposal as it does not benefit the residents of these estates in any way in fact it would damage their quality of life so please please take this proposal off the table!!</p>		
<p>I have been informed that Kildare County council are putting pathways through North Glebe to adjoin to 2 other estates. (Part of the Green way strategy) I disagree with both pathways being put in, on the grounds that it compromises the safety of small children playing in the estate. Increased footfall will be drawn into the estate from many different areas as this 'short cut' is offered to the public. The safety of our children is paramount. The estate is a private estate and is recognized as being a quite and well sought after home location. if the pathways go in it opens up potential for increased Security risks to present home owners with these new access points drawing in potential for burglars. Also increased footfall leads to potential of increased littering. At present this estate is maintained by the residence committee and will continue to do so.</p>		
<p>I live in North Glebe and completely object to the creation of any permeability links between North Glebe and any other estate in Kildare Town. These links are not needed as there is a very acceptable road network already in place. North Glebe is a very safe place for children to play and the introduction of these links (measure 7 and 9) will cause huge concern for our children's safety and ability to play freely.</p>		
<p>Perm 7: I oppose this measure. I see no benefit in providing a laneway between Fennor Lawns and North Glebe. There is an existing road, cycle lane and footpath between the two. I believe this may encourage anti social behaviour.</p> <p>Perm 9: The proposed pedestrian/cycle laneway between Curragh Finn and North Glebe has the potential to become an area which the Gardai cannot easily access, thus also encouraging anti social behaviour. It is also currently well served by good roads, footpaths and cycle lanes.</p>		
<p>I oppose 7 and 9</p>		
<p>I oppose points 7 and 9 as I live in estate mentioned in plans and feel public walkways should not be permitted through green areas in private housing estates as they make them less secure, can lead to anti social behaviour and are a unnecessary waste of money.</p>		
<p>I welcome the basis of the plan with the extra bridges and train station access, however, the pedestrian access points includes cycling and scooters, which greatly adds to, potentially, dangerous speeding in pedestrian areas. Again, I strongly object to the access areas being proposed, particularly the Curragh Finn/Drumcree Court/Rathbride neighborhoods, these infringe on the safety and security of children and the safe play areas within each neighbourhood.</p>		
<p>I live in North Glebe and completely object to the creation of any permeability links between North Glebe and any other estate in Kildare Town. These links are not needed as there is a very acceptable road network already in place. North Glebe is a very safe place for children to play and the introduction of these links (measure 7 and 9) will cause huge concern for our children's safety and ability to play freely.</p>		



Permeability Link 7	Issues Raised	Kildare Co. Co. Response
I live in North Glebe and completely object to the creation of any permeability links between North Glebe and any other estate in Kildare Town. These links are not needed as there is a very acceptable road network already in place. North Glebe is a very safe place for children to play and the introduction of these links (measure 7 and 9) will cause huge concern for our children's safety and ability to play freely.		
Too much foot traffic for North glebe if 2 new paths are introduced estate is too settled for this to be introduced		
I oppose 7 and 9 of this plan. I live in North Glebe close to one of the planned walkways/cycle routes and I'm not happy with a through access through a well looked after green on a private estate. I'm all for cycle lanes and walkways on main roads but not in an estate. There must be better ways to use council funds.		
I live in North Glebe and completely object to the creation of any permeability links between North Glebe and any other estate in Kildare Town. These links are not needed as there is a very acceptable road network already in place. North Glebe is a very safe place for children to play and the introduction of these links (measure 7 and 9) will cause huge concern for our children's safety and ability to play freely.		
I object to measure number 7 and 9.		

Permeability Link 8	Issues Raised	Kildare Co. Co. Response
<p>I would have concerns around the proposed links through Curragh Finn to the Train Station, North Glebe and also Drumcree. Pg 144 points 13,9 and 8 respectively.</p> <p>As a Curragh Finn resident with young children I would be opposed to any of these links. They would obviously increase footfall through the area and I live right at the proposed link to the train station. I would presume this would go through my front garden and I would have a loss of property and privacy. Also my neighbours over the wall in Dunmurray have extended their property so I do not see how a link would work.</p> <p>Our children currently have safe area to play on the green area right at the proposed link with North Glebe, again with the link foot fall would increase and the children would lose this area for safe play.</p> <p>The link from Drumcree I do not think serves any purpose as this estate can access the train station from the Rathbride road....nothing to be gained by this new link.</p> <p>As with all links between estates it will undoubtedly attract unwanted guests and encourage anti social behaviours in area. Parking although there are separate parking plans would become a major issue in the Curragh Finn estate with unwanted commuters parking in the estate causing obstructions.</p> <p>Overall this would be an unwanted gesture and impact property prices negatively in my area with a complete loss of privacy.</p>	<ul style="list-style-type: none"> - Safety of children - Increased footfall - Loss of play area for children - Speeding due to cyclists and scooters - Antisocial behaviour - Commuters parking in estates - Decrease property values - Loss of privacy - Loss of security - Loss of safety - Littering - Loitering - Destruction of trees - Congregating youths - Property damage - Theft - Abuse of residents by people jumping over the current wall - Bins set alight, items stolen from shed, car interfered with 	<p>Permeability link No. 8 has been chosen as part of a larger suite of permeability links which will provide access to Kildare Town Train Station from the north. Please refer to Figure 13.2 of the Kildare Town Transport Strategy report.</p> <p>Kildare Co. Co. note resident's concerns regarding potential antisocial behaviour, the safety of children, loss of privacy and loss of security (amongst others). These permeability measures will be implemented in line with the NTA's Permeability Best Practice Guide. Furthermore, the links will be subjected to post-implementation Evaluation and Monitoring that will assess successes and shortcomings.</p> <p>Concerns raised in relation to this link will be considered further during the detailed design of this permeability link.</p>



Permeability Link 8	Issues Raised	Kildare Co. Co. Response
<p>Re PERM-4 & PERM-8 I wish to object in the strongest possible way to the plan to create a pedestrian/cycle link through Drumcree Court. It is my firm belief that this plan will lead to anti social behaviour, littering, property damage, possible theft etc. I have good reason to believe this as for approx 5 years my wife and I were victims to this type of behaviour as people paraded along the wall which is the boundary of our home. We were subjected to continuous verbal harassment, had our dustbin set on fire, had various items stolen from our garden shed. We couldn't sit in our back garden while this behaviour persisted. Eventually, while at our wits end, we installed a fence on top of the wall which has allowed the various plants to prosper and thereby prevent anymore trespass. We have enjoyed a very peaceful last number of years so I cannot emphasise enough the amount of worry and upset that this plan is causing us. We live in, what is now, a very quiet cul-de-sac. Please do not destroy our quality of life by installing this link right through the heart of our estate.</p>	<ul style="list-style-type: none"> - Residents had to install fence to stop people walking along wall - Decrease in quality of life - Permeability links in other housing estates closed off - Existing road adequate - No benefit to links - Better to install speed ramps on Rathbride - Road and approach roads into town - Lengthen walking distance to Kildare Town - Fails to contribute to objectives of the strategy - Link only adds benefit to access to secondary school - No consultation with residents 	<p>Many concerns can be mitigated through good design which ensures that permeability links are well lit and in open-view.</p>
<p>My comments on PERM-2 PERM-4, PERM-7, PERM-8, PERM-9, PERM-13 are as follows I do not see any benefit to these measures to improve walking distances to and from Kildare Town. They seem to actually lengthen the walking distance There is the possibility that it will also lead to a return unsocial behaviour as previous history would show. The incidents of bins been set alight, cars been interfered with, by people who were not residents of these estates nominated in the draft plan Residents have had to take additional security measures to prevent this from happening.</p>	<ul style="list-style-type: none"> - Formal complaint if not removed from plan - Increase in crime - Pedestrian links will be unlit and promote crime - Increased noise levels - Light pollution 	
<p>Do not walk cycleway through Drumcree Court</p>		
<p>As a resident of Drumcree Court, I strongly object to both PERM 4 and PERM 8 outlined in table 13.2 of the Public Transport document for the following reasons: - one of the main reasons for moving to this estate was that it was a closed off estate with no access from other estates other than the main entrance and being a cul de sac gives our kids a small bit of freedom without parents worrying that they can go through to different estates. - the residents of the estate have had to deal with acts of vandalism in the past with bins being set on fire from youths jumping the wall between Drumcree Court and Rathbride Close, a wooden structure had to be erected on top of the wall to deter people from jumping the wall and there has been no vandalism since. Creating this link may well lead to this occurring again in the future. - creating the link between the estates may lead to youths from adjoining estates congregating within Drumcree Court which could lead to disturbances for our residents which is unwanted. - the only location this link adds benefit to is the secondary school and of the 24 houses in the estate, only 6 houses have kids that are or could potentially attend there in the future, the added benefit is likely a saving of five minutes at best on a walking journey. Overall, this strategy has been carried out without any consultation with the residents of these estates and the very little benefit it creates is well outweighed by the potential problems it would cause. I would ask that the Kildare County Council rethink these points and leave the estates as they are.</p>		



Permeability Link 8	Issues Raised	Kildare Co. Co. Response
<p>I am a resident in Drumcree Court, and have suffered from the lack of attention and commitment in improving the lighting to provide and protect residents from anti social disturbances. Inadequate tree pruning and no follow up on requests for better lighting lead me to believe that allowing access through Curragh Finn and onward to the Rathbride areas would greatly jeopardise the security and safety of each neighbourhood. At the moment, Garda can police the areas by car, allowing pedestrian and cycle/scooter/motorcycle access throughout the town can only lead to more criminal activity by way of easier access, and the creation of dark/unlit/unmonitored areas will promote these actions. The security, safety and protection of residents is better served by the current layout. I object strongly to the proposals.</p>		
<p>I am a resident of Drumcree Court and I feel strongly against merging the surrounding estates per Perm 4 and 8 of the Permeability Strategy the council have set forth. I have a young family and we live on a quiet cul de sac where I feel they are safe to play, to open up our area to strangers would have a devastating impact on their ability to go out to play, also a few years ago youths from the surrounding areas used our wall as a 'short cut' which resulted in numerous bins being set alight in the estate and other anti social behaviour which lead to our neighbours funding higher gates, we have a nice community here and I wish for it to stay like that I can't imagine that the permeability of the area would be worth the destruction of individual private estates when there is a main road running parallel to where is suggested the openings would occur, we are not living in an area where the time would be considerably cut by the suggested openings to the estates</p>		
<p>I live in Drumcree Court and strongly disagree with walkway between estates in the surrounding area. I don't see the benefit to us as residents in the estate or to any potential users of same when we have a path on the road outside the estates. We feel it will encourage antisocial behaviour as has proved in the past when we had teenagers coming through the estate from bishopsland over a residents wall. Would be much better to install speed ramps along the rathbride road and all approach roads into the town to slow down the traffic.</p>		
<p>Yes I am a resident of Drumcree Court and wouldn't welcome the extra people walking through this estate.</p>		
<p>I am opposed to the plan to open walkways through existing estates like Drumcree Court where I reside. This strategy will increase the likelihood of anti social behaviour and opportunist crime as experienced by me a number of years ago when persons were allowed climb over the wall into the estate. I will raise a formal objection should this plan be progressed.</p>		
<p>As a resident of Drumcree Court I strongly oppose the plan to open two walkways Perm 4 and Perm 8 through my estate. I believe this strategy will increase anti-social behaviour and opportunist crime. From experience when you have persons moving through a small private estate the likelihood of such events increases. I strongly object to this plan in respect of permeability.</p>		
<p>Perm 4/ Perm 8 I would strongly object to the opening up of both ends of Drumcree Court to pedestrian, cycle and electric scooter traffic. This will only increase the likelihood of anti social behaviour, having already taken action to eliminate incidences caused by outsiders who would climb the very walls that you propose to knock down. I also fail to see how it contributes to the overall objectives of the strategy.</p>		
<p>Yes as note in the previous question I am not in favour of Perm 4, 8, 9&13</p>		



Permeability Link 8	Issues Raised	Kildare Co. Co. Response
<p>Regarding establishing pedestrian & cycleways between houses estates, like Rathbride Close, Drumcree Court & Curragh Finn, this is not needed.</p> <p>There is a perfectly good footpath along the main road.</p> <p>If coming over the railway bridge from the train station or to go to the secondary school, there is no need to have to walk through these 3 housing estates, increasing the footfall for the residents when there is a direct footpath on this route already.</p>		
<p>I welcome the basis of the plan with the extra bridges and train station access, however, the pedestrian access points includes cycling and scooters, which greatly adds to, potentially, dangerous speeding in pedestrian areas. Again, I strongly object to the access areas being proposed, particularly the Curragh Finn/Drumcree Court/Rathbride neighborhoods, these infringe on the safety and security of children and the safe play areas within each neighbourhood.</p>		
<p>Re PERM 4 & PERM 8. Strong objection, reason as follows: destruction of trees; increased footfall may lead to opportunistic anti-social behaviour eg. littering and increased noise levels; loss of privacy; potential impact on property value.</p>		
<p>Re 11.1 Points 4/8 Linking Rathbride close and Curragh Finn with Drumcree Court.</p> <p>As a new home owner in Drumcree Court a major factor in our decision to purchase in same was (1) Estate size (2) Privacy, by opening up two additional estates into Drumcree this will increase foot fall into the estate unnecessarily and will take away the comfort of knowing your children are safe within the cul de sac of our own estate.</p> <p>By opening up they will now have access to an area previously closed off and remove the safe environment of the green area.</p> <p>The benefit of this I can't see, I'm working in the property business over 20 years and have looked at this with an open mind and I'm at a loss as to why this is considered necessary.</p>		
<p>As a parent of a young child I would not be in favour of Perm 4, 8, 9, 13 from a safety perspective as it would open up the area greatly. I am not in favour of more foot traffic through our estate and there would be reduced security within the estate that is currently provided by the one way system at present.</p>		



Permeability Link 8	Issues Raised	Kildare Co. Co. Response
<p>Objections to proposed links through Curragh Finn to the Train Station, North Glebe and also Drumcree. Pg 144 points 13,9 and 8 respectively.</p> <p>I would have strong objections to the proposed walkways in Curragh Finn linking Drumcree court and North Glebe and also the proposed short cut between Curragh Finn and the train station</p> <ol style="list-style-type: none"> 1) The proposed walkway from North Glebe to Curragh Finn would reduce the size of a green area used by children to play in the estate and make it unsafe as an increase in strangers in the estate is inevitable 2) The connection between Curragh finn and the train station is located at the end of a cul de sac with a large number of families with children. Loss of privacy and security would be a concern especially with late night trains. 3) Increase in cars parking in Curragh Finn and accessing the train station via the new short cut is a major concern 4) increase in the number and speed of vehicles potentially using Curragh finn to access/drop off or collect from the train station 5) noise and light pollution is also a concern as the walkways would need to be lit at night 6) curragh finn and north glebe can already easily access the train station with both estates within a 10 minute walk of the station. There is no benefit to the walkways from a station access point of view. 		
<p>Permeability Options 11.1.3 Options 8,9, and 13.</p> <p>I do not agree with the creation of pedestrian/cyclist links between Curragh Finn estate and Drumcree Court, North Glebe and Dunmurray Drive. I believe that the existence of the proposed pathways would simply accommodate anti social behaviour and lead to a disimprovement in the quality of life for us residents in this general area. Similar links between housing estates are being closed off in other towns for this reason.</p>		
<p>same, I do not see any use in linking up the estates (Curragh Finn, North Glebe/Train station) when access can be from Rathbride Road</p>		
<p>I would have concerns around the proposed links through Curragh Finn to the Train Station, North Glebe and also Drumcree. Pg 144 points 13,9 and 8 respectively.</p> <p>As a Curragh Finn resident with young children I would be opposed to any of these links. They would obviously increase footfall through the area and I live right at the proposed link to the train station. I would presume this would go through my front garden and I would have a loss of property and privacy. Also my neighbours over the wall in Dunmurray have extended their property so I do not see how a link would work.</p> <p>Our children currently have safe area to play on the green area right at the proposed link with North Glebe, again with the link foot fall would increase and the children would lose this area for safe play.</p> <p>The link from Drumcree I do not think serves any purpose as this estate can access the train station from the Rathbride road....nothing to be gained by this new link.</p> <p>As with all links between estates it will undoubtly attract unwanted guests and encourage anti social behaviours in area. Parking although there are separate parking plans would become a major issue in the Curragh Finn estate with unwanted commuters parking in the estate causing obstructions.</p> <p>Overall this would be an unwanted gesture and impact property prices negatively in my area with a complete loss of privacy.</p>		
<p>Objections to proposed links through Curragh Finn to the Train Station, North Glebe and also Drumcree. Pg 144 points 13,9 and 8 respectively.</p>		



Permeability Link 8	Issues Raised	Kildare Co. Co. Response
<p>I would have strong objections to the proposed walkways in Curragh Finn linking Drumcree court and North Glebe and also the proposed short cut between Curragh Finn and the train station</p> <ol style="list-style-type: none"> 1) The proposed walkway from North Glebe to Curragh Finn would reduce the size of a green area used by children to play in the estate and make it unsafe as an increase in strangers in the estate is inevitable 2) The connection between Curragh finn and the train station is located at the end of a cul de sac with a large number of families with children. Loss of privacy and security would be a concern especially with late night trains. 3) Increase in cars parking in Curragh Finn and accessing the train station via the new short cut is a major concern 4) increase in the number and speed of vehicles potentially using Curragh finn to access/drop off or collect from the train station 5) noise and light pollution is also a concern as the walkways would need to be lit at night 6) curragh finn and north glebe can already easily access the train station with both estates within a 10 minute walk of the station. There is no benefit to the walkways from a station access point of view. <p>I have concerns about the links proposed through curragh finn to the train station, north glebe and drumcree. As a resident in Curragh Finn, I object to the proposed extra people walking through our estate to the train station. As a parent of 3 young children, I object to the green areas where they currently play - being used as a walkway. This is relating to page 144 - points 8, 9 and 13</p> <p>I don't see any sense in having access from Curragh Finn to the train station when there is already access from Rathbride Road (and the lane can be re-used if necessary as it used to do approx 10 years ago, without having to cross the railway bridge)</p> <p>Another issue I see is that people will use Curragh Finn for parking their car for free, and then using the train to commute to work - this will cause congestion to an area where there are a lot of cars parked already.</p>		

Permeability Link 9	Issues Raised	Kildare Co. Co. Response
<p>Perm 9: The proposed pedestrian/cycle laneway between Curragh Finn and North Glebe has the potential to become an area which the Gardai cannot easily access, thus also encouraging anti social behaviour. It is also currently well served by good roads, footpaths and cycle lanes.</p> <p>I would have concerns around the proposed links through Curragh Finn to the Train Station, North Glebe and also Drumcree. Pg 144 points 13,9 and 8 respectively.</p> <p>As a Curragh Finn resident with young children I would be opposed to any of these links. They would obviously increase footfall through the area and I live right at the proposed link to the train station. I would presume this would go through my front garden and I would have a loss of property and privacy. Also my neighbours over the wall in Dunmurray have extended their property so I do not see how a link would work.</p> <p>Our children currently have safe area to play on the green area right at the proposed link with North Glebe, again with the link foot fall would increase and the children would lose this area for safe play.</p> <p>The link from Drumcree I do not think serves any purpose as this estate can access the train station from the Rathbride road....nothing to be gained by this new link.</p>	<ul style="list-style-type: none"> - Safety of children - Increased footfall - Noise and light pollution - No benefit of link in terms of access to train station - Existing roads, footpaths and cycle lanes adequate - Unnecessary and a waste of money - Poor use of Council funds - No benefit to links - Increase walking distance to Kildare Town - Loss of privacy - Loss of safety - Loss of security - Speeding due to cyclists and scooters - Previous permeability links between estates have been blocked up 	<p>Permeability link No. 9 has been chosen as part of a larger suite of permeability links which will provide access to Kildare Town Train Station from the north. Please refer to Figure 13.2 of the Kildare Town Transport Strategy report.</p> <p>Kildare Co. Co. note resident's concerns regarding potential antisocial behaviour, the safety of children, loss of privacy and loss of security (amongst others). These permeability measures will be implemented in line with the NTA's Permeability Best Practice Guide. Furthermore, the links will be subjected to post-implementation Evaluation and Monitoring that will assess successes and shortcomings.</p>



Permeability Link 9	Issues Raised	Kildare Co. Co. Response
<p>As with all links between estates it will undoubtedly attract unwanted guests and encourage anti social behaviours in area. Parking although there are separate parking plans would become a major issue in the Curragh Finn estate with unwanted commuters parking in the estate causing obstructions.</p> <p>Overall this would be an unwanted gesture and impact property prices negatively in my area with a complete loss of privacy.</p>	<ul style="list-style-type: none"> - Reduction in quality of life for local residents - Loss of play area for children - Antisocial behaviour - Bins set alight, cars interfered with previously - Increased crime - Littering - Increased vehicular traffic - Parking in estates to access train station - Reduction in property values - Estate too settled for this change 	<p>Concerns raised in relation to this link will be considered further during the detailed design of this permeability link. Many concerns can be mitigated through good design which ensures that permeability links are well lit and in open-view.</p>
<p>North glebe is too settled for it should have been done when estate was built</p>		
<p>I oppose 7 and 9</p>		
<p>I oppose points 7 and 9 as I live in estate mentioned in plans and feel public walkways should not be permitted through green areas in private housing estates as they make them less secure, can lead to anti social behaviour and are a unnecessary waste of money.</p>		
<p>My comments on PERM-2 PERM-4, PERM-7, PERM-8, PERM-9, PERM-13 are as follows</p> <p>I do not see any benefit to these measures to improve walking distances to and from Kildare Town. They seem to actually lengthen the walking distance</p> <p>There is the possibility that it will also lead to a return unsocial behaviour as previous history would show,. The incidents of bins been set alight, cars been interfered with, by people who were not residents of these estates nominated in the draft plan</p> <p>Residents have had to take additional security measures to prevent this from happening.</p>		
<p>I live in North Glebe and completely object to the creation of any permeability links between North Glebe and any other estate in Kildare Town. These links are not needed as there is a very acceptable road network already in place. North Glebe is a very safe place for children to play and the introduction of these links (measure 7 and 9) will cause huge concern for our children's safety and ability to play freely.</p>		
<p>I object to number 7 and 9</p>		
<p>I wholeheartedly object to PERM-7 AND PERM-9 as there is no benefit introducing walkways between these estates it will not make the town or public transport any more accessible for residents and will only encourage anti-social behaviour. I really strongly object to this proposal as it does not benefit the residents of these estates in any way in fact it would damage their quality of life so please please take this proposal off the table!!</p>		
<p>Yes as note in the previous question I am not in favour of Perm 4, 8, 9&13</p>		



Permeability Link 9	Issues Raised	Kildare Co. Co. Response
<p>Perm 7 and 9 On a more local level, I wish to state my objections to the idea of permeability between estates, namely permeability No. 7 and No. 9. I grew up in an area where there was permeability and it does not bode well in my experience. All estate walking permeability measures in the area I grew in have since been blocked up or subsumed by neighbouring houses.</p> <p>In terms of No. 9, it will create an opening in an area that is seen as a safe, secure and enclosed area for the children of the estate to play. Creating a gap means that children will have the ability to 'leave' the estate without parents' knowledge. The green is an area of immense importance to a child's development in terms of play, activity and independence.</p> <p>No.7 is so close to the front of the estate I wonder what accessibility it improves other than a 'short-cut' that is not that much of a shortcut to anywhere.</p> <p>Also none of the enclosed estates north of the train station are particularly large so walking out on the the main road provides a longer walk, increasing activity and exercise.</p> <p>On a personal note, my decision to live in North Glebe was a mindful one. I bought there because it was small, because it was a cul-de-sac and because there was an enclosed green for the kids. All these things provide a sense of security and safety which is how I should feel about where I live.</p>		
<p>I have been informed that Kildare County council are putting pathways through North Glebe to adjoin to 2 other estates. (Part of the Green way strategy) I disagree with both pathways being put in, on the grounds that it it compromises the safety of small children playing in the estate. Increased footfall will be drawn into the estate from many different areas as this 'short cut' is offered to the public. The safety of our children is paramount. The estate is a private estate and is recognized as being a quite and well sought after home location. if the pathways go in it opens up potential for increased Security risks to present home owners with these new access points drawing in potential for burglars. Also increased footfall leads to potential of increased littering. At present this estate is maintained by the residence committee and will continue to do so.</p>		
<p>Objections to proposed links through Curragh Finn to the Train Station, North Glebe and also Drumcree. Pg 144 points 13,9 and 8 respectively. I would have strong objections to the proposed walkways in Curragh Finn linking Drumcree court and North Glebe and also the proposed short cut between Curragh Finn and the train station</p> <ol style="list-style-type: none"> 1) The proposed walkway from North Glebe to Curragh Finn would reduce the size of a green area used by children to play in the estate and make it unsafe as an increase in strangers in the estate is inevitable 2) The connection between Curragh finn and the train station is located at the end of a cul de sac with a large number of families with children. Loss of privacy and security would be a concern especially with late night trains. 3) Increase in cars parking in Curragh Finn and accessing the train station via the new short cut is a major concern 4) increase in the number and speed of vehicles potentially using Curragh finn to access/drop off or collect from the train station 5) noise and light pollution is also a concern as the walkways would need to be lit at night 6) curragh finn and north glebe can already easily access the train station with both estates within a 10 minute walk of the station. There is no benefit to the walkways from a station access point of view. 		



Permeability Link 9	Issues Raised	Kildare Co. Co. Response
<p>Permeability Options 11.1.3 Options 8,9, and 13. I do not agree with the creation of pedestrian/cyclist links between Curragh Finn estate and Drumcree Court, North Glebe and Dunmurray Drive. I believe that the existence of the proposed pathways would simply accommodate anti social behaviour and lead to a disimprovement in the quality of life for us residents in this general area. Similar links between housing estates are being closed off in other towns for this reason.</p>		
<p>I live in North Glebe and completely object to the creation of any permeability links between North Glebe and any other estate in Kildare Town. These links are not needed as there is a very acceptable road network already in place. North Glebe is a very safe place for children to play and the introduction of these links (measure 7 and 9) will cause huge concern for our children's safety and ability to play freely.</p>		
<p>Regarding establishing pedestrian & cycleways between houses estates, like Rathbride Close, Drumcree Court & Curragh Finn, this is not needed.</p> <p>There is a perfectly good footpath along the main road.</p> <p>If coming over the railway bridge from the train station or to go to the secondary school, there is no need to have to walk though these 3 housing estates, increasing the footfall for the residents when there is a direct footpath on this route already.</p>		
<p>Perm 9: The proposed pedestrian/cycle laneway between Curragh Finn and North Glebe has the potential to become an area which the Gardai cannot easily access, thus also encouraging anti social behaviour. It is also currently well served by good roads, footpaths and cycle lanes.</p>		
<p>I oppose 7 and 9</p>		
<p>⁸I oppose points 7 and 9 as I live in estate mentioned in plans and feel public walkways should not be permitted through green areas in private housing estates as they make them less secure, can lead to anti social behaviour and are a unnecessary waste of money.</p>		
<p>I welcome the basis of the plan with the extra bridges and train station access, however, the pedestrian access points includes cycling and scooters, which greatly adds to, potentially, dangerous speeding in pedestrian areas. Again, I strongly object to the access areas being proposed, particularly the Curragh Finn/Drumcree Court/Rathbride neighborhoods, these infringe on the safety and security of children and the safe play areas within each neighborhood.</p>		
<p>I live in North Glebe and completely object to the creation of any permeability links between North Glebe and any other estate in Kildare Town. These links are not needed as there is a very acceptable road network already in place. North Glebe is a very safe place for children to play and the introduction of these links (measure 7 and 9) will cause huge concern for our children's safety and ability to play freely.</p>		
<p>same, I do not see any use in linking up the estates (Curragh Finn, North Glebe/Train station) when access can be from Rathbride Road</p>		
<p>I oppose 9</p>		
<p>I live in North Glebe and completely object to the creation of any permeability links between North Glebe and any other estate in Kildare Town. These links are not needed as there is a very acceptable road network already in place. North Glebe is a very safe place for children to play and the introduction of these links (measure 7 and 9) will cause huge concern for our children's safety and ability to play freely.</p>		



Permeability Link 9	Issues Raised	Kildare Co. Co. Response
<p>I would have concerns around the proposed links through Curragh Finn to the Train Station, North Glebe and also Drumcree. Pg 144 points 13,9 and 8 respectively.</p> <p>As a Curragh Finn resident with young children I would be opposed to any of these links. They would obviously increase footfall through the area and I live right at the proposed link to the train station. I would presume this would go through my front garden and I would have a loss of property and privacy. Also my neighbours over the wall in Dunmurray have extended their property so I do not see how a link would work.</p> <p>Our children currently have safe area to play on the green area right at the proposed link with North Glebe, again with the link foot fall would increase and the children would lose this area for safe play.</p> <p>The link from Drumcree I do not think serves any purpose as this estate can access the train station from the Rathbride road....nothing to be gained by this new link.</p> <p>As with all links between estates it will undoubtedly attract unwanted guests and encourage anti social behaviours in area. Parking although there are separate parking plans would become a major issue in the Curragh Finn estate with unwanted commuters parking in the estate causing obstructions.</p> <p>Overall this would be an unwanted gesture and impact property prices negatively in my area with a complete loss of privacy.</p>		
<p>Too much foot traffic for North glebe if 2 new paths are introduced estate is too settled for this to be introduced</p>		
<p>I oppose 7 and 9 of this plan. I live in North Glebe close to one of the planned walkways/cycle routes and I'm not happy with a through access through a well looked after green on a private estate. I'm all for cycle lanes and walkways on main roads but not in an estate. There must be better ways to use council funds.</p>		
<p>I live in North Glebe and completely object to the creation of any permeability links between North Glebe and any other estate in Kildare Town. These links are not needed as there is a very acceptable road network already in place. North Glebe is a very safe place for children to play and the introduction of these links (measure 7 and 9) will cause huge concern for our children's safety and ability to play freely.</p>		
<p>I object to measure number 7 and 9.</p>		
<p>As a parent of a young child I would not be in favour of Perm 4, 8, 9, 13 from a safety perspective as it would open up the area greatly. I am not in favour of more foot traffic through our estate and there would be reduced security within the estate that is currently provided by the one way system at present.</p>		



Permeability Link 9	Issues Raised	Kildare Co. Co. Response
<p>Objections to proposed links through Curragh Finn to the Train Station, North Glebe and also Drumcree. Pg 144 points 13,9 and 8 respectively.</p> <p>I would have strong objections to the proposed walkways in Curragh Finn linking Drumcree court and North Glebe and also the proposed short cut between Curragh Finn and the train station</p> <p>1) The proposed walkway from North Glebe to Curragh Finn would reduce the size of a green area used by children to play in the estate and make it unsafe as an increase in strangers in the estate is inevitable</p> <p>2) The connection between Curragh finn and the train station is located at the end of a cul de sac with a large number of families with children. Loss of privacy and security would be a concern especially with late night trains.</p> <p>3) Increase in cars parking in Curragh Finn and accessing the train station via the new short cut is a major concern</p> <p>4) increase in the number and speed of vehicles potentially using Curragh finn to access/drop off or collect from the train station</p> <p>5) noise and light pollution is also a concern as the walkways would need to be lit at night</p> <p>6) curragh finn and north glebe can already easily access the train station with both estates within a 10 minute walk of the station. There is no benefit to the walkways from a station access point of view.</p>		
<p>I have concerns about the links proposed through curragh finn to the train station, north glebe and drumcree. As a resident in Curragh Finn, I object to the proposed extra people walking through our estate to the train station. As a parent of 3 young children, I object to the green areas where they currently play - being used as a walkway.</p> <p>This is relating to page 144 - points 8, 9 and 13</p>		
<p>I don't see any sense in having access from Curragh Finn to the train station when there is already access from Rathbride Road (and the lane can be re-used if necessary as it used to do approx 10 years ago, without having to cross the railway bridge)</p>		
<p>Another issue I see is that people will use Curragh Finn for parking their car for free, and then using the train to commute to work - this will cause congestion to an area where there are a lot of cars parked already.</p>		
<p>I don't see any point in linking the estates - Curragh Finn and North Glebe as it is not feasible to have access to the train station from Curragh Finn</p>		



Permeability Link 9	Issues Raised	Kildare Co. Co. Response
<p>I would like to have my objections on the new proposals for Curragh Finn to be put on file.</p> <p>I am very very concerned about this proposal. We have 2 small kids in the estate which is nice and private. To open this up to other estates would remove our peace of mind that our Children are in a safe environment. I am not alone in these concerns which are shared by the majority in the estate.</p> <p>With these new plans to open up between estates it would not only increase the amount of traffic through the estate, which is a danger to our children and others, there are currently no speed ramps, cameras, nothing. This is a challenge at the moment and the council has refused in the past to put in Speed Ramps to address these safety concerns.</p> <p>In addition to this, it will open up a world of heartache when it comes to people parking in the estate to avoid paying parking fees at the train station, which is already being done and will only be exacerbated by these proposals.</p> <p>The biggest fear and objection I have with these plans is for the safety of our Children who play in one of the areas you are proposing to open up. Children's Safety should come way before public access and convenience of accessing a train station.</p>		

Permeability Link 13	Issues Raised	Kildare Co. Co. Response
<p>I would have concerns around the proposed links through Curragh Finn to the Train Station, North Glebe and also Drumcree. Pg 144 points 13,9 and 8 respectively.</p> <p>As a Curragh Finn resident with young children I would be opposed to any of these links. They would obviously increase footfall through the area and I live right at the proposed link to the train station. I would presume this would go through my front garden and I would have a loss of property and privacy. Also my neighbours over the wall in Dunmurray have extended their property so I do not see how a link would work.</p> <p>Our children currently have safe area to play on the green area right at the proposed link with North Glebe, again with the link foot fall would increase and the children would lose this area for safe play.</p> <p>The link from Drumcree I do not think serves any purpose as this estate can access the train station from the Rathbride road....nothing to be gained by this new link.</p> <p>As with all links between estates it will undoubtedly attract unwanted guests and encourage anti social behaviours in area. Parking although there are separate parking plans would become a major issue in the Curragh Finn estate with unwanted commuters parking in the estate causing obstructions.</p> <p>Overall this would be an unwanted gesture and impact property prices negatively in my area with a complete loss of privacy.</p>	<ul style="list-style-type: none"> - Safety of children - Loss of property - Loss of privacy - Loss of privacy and security would be a concern especially with late night trains. - Anti-social behaviour - Disimprovement in quality of life for residents - Bins set alight, cars interfered with previously - People parking in estates to access train station - Cars travelling through estate to drop off or pick up train passengers - Increase in traffic in estate - no speed ramps or cameras - Negative impact on property prices - New links will lengthen walking distances to Kildare Town - Noise and light pollution - No benefit to Curragh Finn and North Glebe in terms of improving access to train station 	<p>Permeability link No. 13 has been chosen as part of a larger suite of permeability links which will provide access to Kildare Town Train Station from the north. Please refer to Figure 13.2 of the Kildare Town Transport Strategy report. This link will provide the final link to the train station, benefitting residents in estates further north.</p> <p>Kildare Co. Co. note resident's concerns regarding potential antisocial behaviour, the safety of children, loss of privacy and loss of security (amongst others). These permeability measures will be implemented in line with the NTA's Permeability Best Practice Guide. Furthermore, the links will be subjected to post-implementation Evaluation and Monitoring that will assess successes and shortcomings.</p> <p>Concerns raised in relation to this link will be considered further during the detailed design of this permeability link.</p>



Permeability Link 13	Issues Raised	Kildare Co. Co. Response
<p>My comments on PERM-2 PERM-4,PERM-7, PERM-8, PERM-9, PERM-13 are as follows</p> <p>I do not see any benefit to these measures to improve walking distances to and from Kildare Town. They seem to actually lengthen the walking distance</p> <p>There is the possibility that it will also lead to a return unsocial behaviour as previous history would show,. The incidents of bins been set alight, cars been interfered with, by people who were not residents of these estates nominated in the draft plan</p> <p>Residents have had to take additional security measures to prevent this from happening.</p>	<ul style="list-style-type: none"> - There is already a footpath along the main road to the train station - Cyclists / scooters using permeability links - Should re-use old lane to the train station 	<p>Many concerns can be mitigated through good design which ensures that permeability links are well lit and in open-view.</p>
<p>Yes as note in the previous question I am not in favour of Perm 4, 8, 9&13</p>		
<p>Objections to proposed links through Curragh Finn to the Train Station, North Glebe and also Drumcree. Pg 144 points 13,9 and 8 respectively.</p> <p>I would have strong objections to the proposed walkways in Curragh Finn linking Drumcree court and North Glebe and also the proposed short cut between Curragh Finn and the train station</p> <ol style="list-style-type: none"> 1) The proposed walkway from North Glebe to Curragh Finn would reduce the size of a green area used by children to play in the estate and make it unsafe as an increase in strangers in the estate is inevitable 2) The connection between Curragh finn and the train station is located at the end of a cul de sac with a large number of families with children. Loss of privacy and security would be a concern especially with late night trains. 3) Increase in cars parking in Curragh Finn and accessing the train station via the new short cut is a major concern 4) increase in the number and speed of vehicles potentially using Curragh finn to access/drop off or collect from the train station 5) noise and light pollution is also a concern as the walkways would need to be lit at night 6) curragh finn and north glebe can already easily access the train station with both estates within a 10 minute walk of the station. There is no benefit to the walkways from a station access point of view. 		
<p>I don't see any point in linking the estates - Curragh Finn and North Glebe as it is not feasible to have access to the train station from Curragh Finn</p>		
<p>Permeability Options 11.1.3 Options 8,9, and 13.</p> <p>I do not agree with the creation of pedestrian/cyclist links between Curragh Finn estate and Drumcree Court, North Glebe and Dunmurray Drive. I believe that the existence of the proposed pathways would simply accommodate anti social behaviour and lead to a disimprovement in the quality of life for us residents in this general area. Similar links between housing estates are being closed off in other towns for this reason.</p>		



Permeability Link 13	Issues Raised	Kildare Co. Co. Response
<p>I would like to have my objections on the new proposals for Curragh Finn to be put on file.</p> <p>I am very very concerned about this proposal. We have 2 small kids in the estate which is nice and private. To open this up to other estates would remove our peace of mind that our Children are in a safe environment. I am not alone in these concerns which are shared by the majority in the estate.</p> <p>With these new plans to open up between estates it would not only increase the amount of traffic through the estate, which is a danger to our children and others, there are currently no speed ramps, cameras, nothing. This is a challenge at the moment and the council has refused in the past to put in Speed Ramps to address these safety concerns.</p> <p>In addition to this, it will open up a world of heartache when it comes to people parking in the estate to avoid paying parking fees at the train station, which is already being done and will only be exacerbated by these proposals.</p> <p>The biggest fear and objection I have with these plans is for the safety of our Children who play in one of the areas you are proposing to open up. Children's Safety should come way before public access and convenience of accessing a train station.</p> <p>Do you require any further information from me on the above?</p>		
<p>Regarding establishing pedestrian & cycleways between houses estates, like Rathbride Close, Drumcree Court & Curragh Finn, this is not needed.</p> <p>There is a perfectly good footpath along the main road.</p> <p>If coming over the railway bridge from the train station or to go to the secondary school, there is no need to have to walk through these 3 housing estates, increasing the footfall for the residents when there is a direct footpath on this route already.</p>		
<p>I welcome the basis of the plan with the extra bridges and train station access, however, the pedestrian access points includes cycling and scooters, which greatly adds to, potentially, dangerous speeding in pedestrian areas. Again, I strongly object to the access areas being proposed, particularly the Curragh Finn/Drumcree Court/Rathbride neighborhoods, these infringe on the safety and security of children and the safe play areas within each neighbourhood.</p>		
<p>same, I do not see any use in linking up the estates (Curragh Finn, North Glebe/Train station) when access can be from Rathbride Road</p>		
<p>As a parent of a young child I would not be in favour of Perm 4, 8, 9, 13 from a safety perspective as it would open up the area greatly. I am not in favour of more foot traffic through our estate and there would be reduced security within the estate that is currently provided by the one way system at present.</p>		



Permeability Link 13	Issues Raised	Kildare Co. Co. Response
<p>I have concerns about the links proposed through curragh finn to the train station, north glebe and drumcree. As a resident in Curragh Finn, I object to the proposed extra people walking through our estate to the train station. As a parent of 3 young children, I object to the green areas where they currently play - being used as a walkway. This is relating to page 144 - points 8, 9 and 13</p> <p>I don't see any sense in having access from Curragh Finn to the train station when there is already access from Rathbride Road (and the lane can be re-used if necessary as it used to do approx 10 years ago, without having to cross the railway bridge)</p> <p>Another issue I see is that people will use Curragh Finn for parking their car for free, and then using the train to commute to work - this will cause congestion to an area where there are a lot of cars parked already.</p>		



7.0 Main Changes to the Final Draft Strategy & Conclusions

This report summarises submissions made during the second consultation period for the Kildare Town Transport Strategy. The submissions received were very valuable in allowing Kildare County Council to understand people’s concerns. Kildare County Council would once again like to thank the Public and Stakeholders for taking the time to voice their thoughts and make submissions.

Following consideration of submissions made by both the Public and Stakeholders on the Draft Kildare Town Transport Strategy, a number of changes were made to the report. Many of these changes were minor changes to the wording. However, there were some larger changes which were made in light of the submissions. These are summarised below:

7.1 Draft Strategy Measures Removed or Modified

As a result of the stage 2 consultation process, a number of measures were modified or removed from the draft strategy, these are documented in Table 7.1.

Table 7.1 List of Strategy Measures Removed or Modified as a Result of Stage 2 Consultation

Transport Mode	Measure	Changes Made
Road	RD 1	Closure of Old Road Bridge will not be implemented until the Southgreen Bridge has been replaced and opened to two-way traffic as an alternative route.
Road	RD 4	One way system on Meadow Road will not be implemented until the Hospital Street – Tully Link road has been constructed as an alternative route.
Cycling	C36 (short term), C37, C38, C39, C40, C41, C42, C43, C44, C45, C46, C47, C48, C49, C50, C51, C52	Proposed link type changed from ‘shared street’ or ‘shared street – one way’ to ‘to be determined by detailed study’ or ‘to be determined by detailed study – one way’.



Transport Mode	Measure	Changes Made
Cycling	C52	Reference to 'one-way' removed from proposed link type description (potential to facilitate contra flow cycling while retaining a one-way restriction for other vehicles now to be investigated as part of future detailed study).
Cycling	C9, C10, C11, C45	Proposed phasing for delivery of cycling facilities on part of Melitta Road (C9) and on Main Street (C10,11,45) changed from 'medium term' to 'short-medium term'.
Permeability	PERM-1	Shared walking/cycling facility has been extended along Rathbride Road from Rathbride Abbey to Cill Dara Golf Club
Parking	PK 2	This measure involves the relocation of on-street parking on Main Street and this has been changed from a medium term measure to a short-medium term measure
Parking	PK 1	Location of VMS signs adjusted based on consultation feedback
Public Transport	PT 3	Inclusion of additional bus stop on Rowanville R445 near Chapmans garage. Train station bus stop improved with shelter and live travel information for bus route 883.
Public Transport	PT 4	Increased bus frequencies measure expanded to include greater frequencies on the 883 to improve connectivity between the retail village, town centre and train station

7.2 Additional Measures or Changes in the Final Strategy

In addition to the measures which were removed or modified, a number of additional measures or changes were introduced in the final strategy document in response to the Stage 2 consultation process. These additions to the strategy are summarised in Table 7.2.



Table 7.2 List of Additions to the Strategy as a Result of Stage 2 Consultation

Transport Mode	Section	New Measure Description
Road	Road Complimentary Measures	New complementary measure about demand management aspects of the strategy
Cycling	C57	New cycling measure on northern part of Rathbride Road (same link as PERM 1) consisting of a shared walking and cycling path on one side of the road to connect Rathbride Abbey to Cill Dara Golf Club and Kildare Town Football Club. The draft strategy had proposed a footpath extension only on part of this link and had not proposed any cycling measure north of Rathbride Abbey.
Permeability	PERM 42	Extend footpath east along the Melitta Road (R413)
Permeability	Permeability Assessment Maps	New mapping provided which shows the reduction in distance benefits of the network improvements from each home
Permeability	Permeability Strategy Maps	New map added which shows the existing path network and the proposed permeability path network in the same image
Permeability	Permeability Assessment Maps	New mapping provided which shows the role of the permeability network in connecting key public transport hubs
Permeability/ Cycling	Non-Motorised Modes Complimentary Measure	New complementary measure about improving walking/cycling times at signalised junctions as part of the MOVA/SCOOT upgrade
Permeability/ Cycling	Non-Motorised Modes Complimentary Measure	New complementary measure added which identifies extra crossing points to facilitate key desire lines
Permeability/ Cycling	Non-Motorised Modes Complimentary Measure	New complementary measure added which emphasises the need to construct the pedestrian/cyclist routes linked to road projects even if the road is cancelled/delayed
Permeability/ Cycling	Non-Motorised Modes Complimentary Measure	New complimentary measure added to review footpaths on approach roads



Transport Mode	Section	New Measure Description
N/A	Introduction	Text added about modal choices and the importance of modal shift in Section 1.4.2 of the Transport Strategy Report (Volume 1)
N/A	Planning Principles	Section added regarding important planning principles in respect to biodiversity and climate change
N/A	Planning Principles	Section added regarding important planning principles in respect to inclusive design and universal access for people with disabilities
N/A	Modal Split Targets	Measurable modal split targets introduced in Section 14.3 of the Transport Strategy Report (Volume 1)
N/A	Transport Context	Trip length distribution graphs and analysis added in Section 2.3.6 of the Transport Strategy Report (Volume 1)
Public Transport	Public Transport Option Assessment	Substantial new 'Public Transport Context' section added to strengthen the justification for the public transport options selected as preferred measures in the strategy
Public Transport	Public Transport Complimentary Measures	New complimentary measure about signal priority for buses being explored as part of the MOVA/SCOOT signal upgrade.
Public Transport	Public Transport Complimentary Measures	New aspirational bus priority route from M7 to train station

It must be noted that although there were issues raised in relation to some other measures in the transport strategy, many of the concerns voiced will be taken into consideration when each project is brought forward for appraisal and detailed multi-criteria analysis. This is discussed in Section 4, the Explanatory Note.